

THE PENNSYLVANIA RAILROAD

EASTERN REGION

NEW YORK DIVISION
PHILADELPHIA DIVISION
CHESAPEAKE DIVISION
HARRISBURG DIVISION

TIMETABLE No. 23

In effect 4.01 A.M., Sunday, April 30, 1967

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

G. C. VAUGHAN
General Manager

E. R. ADAMS
General Superintendent

Superintendents:

W. L. BUTZ

F. S. KING

D. E. PERGRIN

K. E. SMITH

Divisions:

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NOTE—Applies on pages 10 to 31, inclusive:

X indicates in service continuously.
A indicates automatic interlocking.
B indicates in service part-time.
C indicates controlled by.
R indicates remote controlled from.
★ indicates radio.

MAIN LINE—NEW YORK AND PHILADELPHIA DIVISIONS

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from New York | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|---|------------------------|---|------|------|
| | | | | | East | West | Both |
| X | X | X | HAROLD (L. I. R. R.)..... | 3.7 | | | |
| X | X | •X★ | F..... | 3.0 | | | |
| X | X | X | JO..... | 0.1 | | | |
| X | X | X | C..... | 0.1 | | | |
| X | X | X | NEW YORK..... | 0.0 | | | |
| X | X | X | KN..... | 0.1 | | | |
| X | X | X★ | A..... | 0.2 | | | |
| X | X | X★ | WEEHAWKEN SHAFT..... | 1.3 | | | |
| X | X | X★ | PORTAL..... | 6.0 | | | |
| X | X | X★ | HUDSON..... | 8.6 | | | |
| | | | *Distance from Jersey City | * | | | |
| X | X | X★ | HUDSON..... | 7.1 | | | |
| X | X | X★ | HARRISON..... | 8.5 | | | |
| | | | DOCK..... | 8.8 | | | |
| | | | NEWARK..... | 9.0 | | | |
| X | X | X★ | SOUTH STREET (Newark)..... | 10.0 | | | |
| X | X | X★ | HUNTER..... | 10.8 | | | |
| | | | LANE..... | 12.6 | | | |
| | | | NORTH ELIZABETH..... | 13.4 | | | |
| X | X | X★ | ELIZABETH..... | 14.5 | | | |
| | | | ELMORA..... | 15.0 | | | |
| | | | SOUTH ELIZABETH..... | 15.1 | | | |
| | | | LINDEN..... | 17.7 | | | |
| | | | NORTH RAHWAY..... | 19.2 | | | |
| X | X | X★ | RAHWAY..... | 19.8 | | | |
| | | | UNION..... | 20.0 | | | |
| | | | COLONIA..... | 21.9 | | | |
| | | | ISELIN..... | 23.0 | | | |
| X | X | X★ | METUCHEN..... | 26.2 | | | |
| | | | LINCOLN..... | 26.4 | | | |
| X | | | EDISON.....R-Lincoln..... | 29.3 | | | |
| X | X | X★ | NEW BRUNSWICK..... | 31.7 | | | |
| | | | COUNTY..... | 33.2 | | | |
| | | | JERSEY AVENUE (Millstone Running Track)..... | 33.4 | | | |
| | | | ADAMS..... | 35.9 | | | |
| | | | DEANS..... | 38.9 | | | |
| X | X | X★ | MONMOUTH JUNCTION..... | 41.4 | | | |
| | | | MIDWAY..... | 41.6 | | | |
| X | X | X★ | NASSAU..... | 47.3 | | | |
| | | | PRINCETON JUNCTION..... | 47.4 | | | |
| | | | LAWRENCE..... | 51.6 | | | |
| X | X | X★ | MILLHAM..... | 54.9 | | | |
| | | | FAIR..... | 56.8 | | | |
| | | | TRENTON..... | 57.1 | | | |
| | | | PA-NEW JERSEY STATE LINE..... | 57.7 | | | |
| X | X | X★ | MORRISVILLE..... | 58.5 | | | |
| | | | MORRIS..... | 58.6 | | | |
| X | X | X★ | LEVITTOWN-TULLYTOWN..... | 63.6 | | | |
| | | | GRUNDY..... | 65.6 | | | |
| | | | BRISTOL..... | 66.8 | | | |
| | | | CROYDON..... | 69.7 | | | |
| | | | EDDINGTON..... | 71.3 | | | |
| | | | CORNWELLS HEIGHTS..... | 72.5 | | | |
| | | | ANDALUSIA..... | 73.7 | | | |
| | | | TORRESDALE..... | 74.6 | | | |
| | | | DIVISION POST (Phila. Div.)..... | 76.0 | | | |

Note—The direction from Harold to Division Post (Phila. Div.) is westward.

•Against current of traffic only.

Radio locations other than Block Stations—

★ New York Movement Office, Newark area use channel 4.

In Morrisville area—Hump yard, "A" yard, Fairless yard, Barracks yard and Bristol yard offices, use channel 1.

MAIN LINE—PHILADELPHIA AND HARRISBURG DIVISIONS

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from Jersey City | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|-------------------------------------|---------------------------|---|------|------|
| | | | | | East | West | Both |
| X | X | X-★ | HOLMESBURG JCT. | 77.2 | | | |
| | | | HOLMES | 77.2 | | | |
| | | | TACONY | 78.2 | | | |
| | | | WISSINOMING | 79.3 | | | |
| | | | BRIDESBURG | 80.1 | | | |
| | | | FRANKFORD | 80.9 | | | |
| X | X | X-★ | FORD | 81.2 | | | |
| | | | FRANKFORD JCT. | 81.8 | | | |
| X | X | X-★ | SHORE | 82.1 | | | |
| X | X | X-★ | NORTH PHILADELPHIA | 85.0 | | | |
| X | X | X-★ | NORTH PHILADELPHIA | 85.1 | | | |
| X | X | X-★ | ZOO | 88.1 | | | |
| | | | *Distance from Suburban Station. | * | | | |
| X | X | X-★ | ZOO (44th St.) | 3.2 | | | |
| | | | 52nd STREET | 3.9 | | | |
| X | | | VALLEY—R-Overbrook | 4.0 | | | |
| X | X | X-★ | OVERBROOK | 5.4 | | | |
| | | | OVERBROOK | 5.4 | | | |
| | | | MERION | 6.0 | | | |
| | | | NARBERTH | 6.8 | | | |
| | | | WYNNEWOOD | 7.4 | | | |
| | | | ARDMORE | 8.5 | | | |
| | | | HAVERFORD | 9.1 | | | |
| | | | BRYN MAWR | 10.1 | | | |
| X | B | B-★ | BRYN MAWR | 10.1 | | | |
| | | | ROSEMONT | 10.9 | | | |
| | | | VILLANOVA | 12.0 | | | |
| | | | RADNOR | 13.0 | | | |
| | | | ST. DAVIDS | 13.7 | | | |
| | | | WAYNE | 14.5 | | | |
| | | | STRAFFORD | 15.4 | | | |
| | | | DEVON | 16.4 | | | |
| | | | BERWYN | 17.5 | | | |
| | | | DAYLESFORD | 18.6 | | | |
| | | | PAOLI | 19.8 | | | |
| X | X | X-★ | PAOLI | 19.9 | | | |
| | | | MALVERN | 21.8 | | | |
| | | | FRAZER | 23.7 | | | |
| X | | | GLEN—R-Thorn | 25.3 | | | |
| | | | WHITFORD | 28.2 | | | |
| X | | | DOWNS—R-Thorn | 32.1 | | | |
| | | | DOWNINGTOWN | 32.3 | | | |
| X | X | X-★ | THORN | 35.0 | | | |
| | | | THORNDALE | 35.0 | | | |
| X | | | CALN—R-Thorn | 38.6 | | | |
| | | | COATESVILLE | 38.4 | | | |
| | | | POMEROY | 41.9 | | | |
| X | X | X-★ | PARK | 43.9 | | | |
| | | | PARKESBURG | 44.2 | | | |
| | | | DIVISION POST (Harrisburg Division) | 45.0 | | | |
| | | | ATGLEN | 47.1 | | | |
| | | | CHRISTIANA | 48.3 | | | |
| | | | GAP | 51.2 | | | |
| | | | KINZER | 54.1 | | | |
| | | | LEAMAN PLACE | 56.7 | | | |
| | | + | LEAMAN | 57.0 | | | |
| | | | GORDONVILLE | 58.1 | | | |
| | | | BIRD-IN-HAND | 61.2 | | | |
| | | | LANCASTER | 68.0 | | | |
| X | X | X-★ | CORK (Reading Company Crossing) | 68.1 | | | |
| X | B | | LANDIS (Reading Co. Crossing) | 75.2 | | | |
| | | | MOUNT JOY | 80.1 | | | |
| | | | FLORIN | 80.7 | | | |
| | | | RHEEMS | 83.6 | | | |
| | | | ELIZABETHTOWN | 86.8 | | | |
| | | | CONEWAGO | 90.2 | | | |
| X | | | ROY—R-State | 94.5 | | | |
| | | | MIDDLETOWN | 94.7 | | | |
| X | X | X-★ | STATE | 104.6 | | | |
| X | X | X-★ | HARRISBURG | 104.6 | | | |
| X | X | X-★ | HARRIS | 104.8 | | | |
| X | X | X-★ | ROCKVILLE | 110.2 | | | |
| | | | MARYSVILLE | 112.0 | | | |
| X | X | X-★ | BANKS | 113.2 | | | |
| | | | DIVISION POST (Allegheny Division) | 113.3 | | | |

The direction from Holmesburg Jct. to Banks is westward.

MAIN LINE—PHILADELPHIA AND CHESAPEAKE DIVISIONS

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from Phila. | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|---------------------------------|----------------------|---|-------|------|
| | | | | | North | South | Both |
| X | X | X-★ | ARSENAL..... | 2.1 | | | |
| X | X | X-★ | BRILL..... | 4.2 | | | |
| | | | DARBY..... | 6.1 | | | |
| | | | CURTIS PARK..... | 6.8 | | | |
| | | | SHARON HILL..... | 7.2 | | | |
| | | | FOLCROFT..... | 7.7 | | | |
| | | | GLENOLDEN..... | 8.3 | | | |
| | | | NORWOOD..... | 9.0 | | | |
| | | | MOORE..... | 9.5 | | | |
| | | | RIDLEY PARK..... | 10.4 | | | |
| | | | CRUM LYNNE..... | 11.1 | | | |
| X | X | X-★ | BALDWIN..... | 11.7 | | | |
| | | | EDDYSTONE..... | 12.3 | | | |
| | | | CHESTER..... | 13.4 | | | |
| X | X | X-★ | LAMOKIN..... | 14.4 | | | |
| | | | LAMOKIN ST..... | 14.4 | | | |
| | | | HIGHLAND AVE..... | 15.5 | | | |
| | | | TRAINER..... | 16.3 | | | |
| X | X | X-★ | HOOK..... | 16.8 | | | |
| | | | MARCUS HOOK..... | 17.1 | | | |
| | | | PA.-DELAWARE STATE LINE..... | 18.2 | | | |
| | | | NAAMAN..... | 18.5 | | | |
| | | | CLAYMONT..... | 19.6 | | | |
| | | | HOLLY OAK..... | 21.3 | | | |
| | | | BELLEVUE..... | 22.2 | | | |
| X | X | X-★ | DIVISION POST (Ches. Div.)..... | 22.3 | | | |
| | | | BELL..... | 22.5 | | | |
| | | | EDGE MOOR..... | 24.0 | | | |
| X | | | LANDLITH—R-Wilmington..... | 25.4 | | | |
| X | X | X-★ | WILMINGTON..... | 26.8 | | | |
| X | | | WEST YARD..... | 28.2 | | | |
| X | | | RAGAN...../R-Wilmington..... | 29.5 | | | |
| | | | NEWPORT..... | 30.6 | | | |
| | | | STANTON..... | 33.0 | | | |
| X | X | X-★ | DAVIS..... | 38.4 | | | |
| | | | NEWARK..... | 38.9 | | | |
| | | | DELAWARE-MD. STATE LINE..... | 41.4 | | | |
| X | | | IRON HILL—R-Davis..... | 41.5 | | | |
| | | | ELKTON..... | 44.9 | | | |
| X | | | NORTH EAST—R-Davis..... | 51.3 | | | |
| | | | CHARLESTOWN..... | 54.0 | | | |
| X | | | PRINCIPIO—R-Perryville..... | 57.3 | | | |
| X | X | X-★ | PERRYVILLE..... | 59.5 | | | |
| X | | | HAVRE DE GRACE..... | 60.7 | | | |
| X | | | OAK...../R-Perryville..... | 62.9 | | | |
| | | | ABERDEEN..... | 65.5 | | | |
| X | | | SHORT LANE—R-Perryville..... | 67.4 | | | |
| | | | PERRYMAN..... | 69.0 | | | |
| X | | | BUSH—R-Edgewood..... | 71.6 | | | |
| X | X | X-★ | EDGEWOOD..... | 75.6 | | | 139 |
| X | | | MAGNOLIA..... | 77.0 | | | 139 |
| X | | | GUNPOW .../R-Edgewood..... | 79.3 | | | |
| | | | HAREWOOD PARK..... | 79.9 | | | |
| | | | CHASE..... | 81.0 | | | |
| | | | MIDDLE RIVER..... | 85.3 | | | |
| | | | STEMMER'S RUN..... | 87.0 | | | |
| X | | | RIVER..... | 89.3 | | | |
| X | | | NORTH POINT/R-Bay..... | 90.1 | | | |
| X | X | X-★ | BAY..... | 91.9 | | | |
| X | | | CANTON JUNCTION—R-Bay..... | 92.9 | | | |
| | | | BIDDLE ST..... | 94.3 | | | |
| X | X | X-★ | UNION JUNCTION..... | 95.5 | | | |
| | | | BALTIMORE..... | 95.7 | | | |
| X | X | X-★ | B.&P. JUNCTION..... | 95.9 | | | |
| X | | | FULTON—R-B & P Junction..... | 97.7 | | | |
| | | | EDMONDSON..... | 98.3 | | | |
| X | X | X-★ | GWYNN..... | 99.3 | | | |
| | | | FREDERICK ROAD..... | 99.9 | | | |
| | | | HALETHORPE..... | 103.0 | | | |
| X | | | WINANS—R-Gwynn..... | 103.4 | | | |
| | | | HARMAN..... | 108.7 | | | |
| | | | SEVERN..... | 110.0 | | | |
| X | | | VERN—R-Odenton..... | 111.4 | | | |
| X | X | X-★ | ODENTON..... | 113.6 | | | |
| | | | PATUXENT..... | 116.4 | | | |
| | | | ARUNDEL..... | 118.2 | | | |
| | | | JERICHO PARK..... | 119.4 | | | |
| X | B | B-★ | BOWIE..... | 120.5 | | | |
| | | | GLENNDALÉ..... | 123.1 | | | |
| | | | SEABROOK..... | 124.7 | | | |
| | | | LANHAM..... | 126.1 | | | |
| X | X | X-★ | LANDOVER..... | 128.8 | | | |
| | | | CHEVERLY..... | 130.4 | | | |
| | | | MARYLAND-D.C. STATE LINE..... | 131.4 | | | |
| | | | DIVISION POST (W.T.)..... | 134.9 | | | |
| X | X | X | NEW YORK AVE. (W.T.)..... | 135.0 | | | |
| | | | WASHINGTON..... | 136.0 | | | |

The direction from Arsenal to Washington is southward.

Radio locations other than Block Stations—

★Train Dispatchers office, Frankford TruckTrain Terminal, Tacony, Frankford Jct., Shackamaxon, Margie Street, Asst. Trainmaster's office, 38th St. and Wyalusing Ave., Lancaster yard office, Harrisburg Station-Yard office east end and Stationmaster's office, Grays Ferry Yard Office and "K" Tower, Washington (W. T.).

Leaman is an emergency block station in service only when opened by Train Order or General Order.

♣Applies on No. 1 and No. 4 tracks when in service.

Interlocking, Block and Block-Limit Stations
in service part-time as follows:

| Station | Hours in Service |
|-----------|---|
| Landis | 9.00 A.M. to 5.00 P.M. Daily except Saturday, Sunday and May 30, July 4 and Sept. 4. |
| Bryn Mawr | 6.30 A.M. to 10.30 P.M. Daily except Saturday, Sunday, May 30, July 4 and Sept. 4. |
| Bowie | 7.30 A.M., Monday to 3.30 P.M., Saturday, except May 30, July 4 and Sept. 4. |

| Interlocking | Interlocking Station | Block Station | STATIONS | *Distance from Phila. | Siding Assigned Direction Car Capacity 50 ft. cars | | | |
|--------------|----------------------|---------------|--|-----------------------|--|---------------|------|-------------|
| | | | | | West or North | East or South | Both | |
| | | | MAIN LINE—CHESAPEAKE DIVISION | * | | | | |
| X | X | X-★ | LANDOVER..... | 128.8 | | | | |
| | | | MARYLAND-D.C. STATE LINE..... | 131.1 | | | | |
| | | | DEANWOOD..... | 132.4 | | | | |
| | | | BENNING..... | 133.5 | | | | |
| X | X | X | ANACOSTIA..... | 134.2 | | | | |
| X | X | X-★ | VIRGINIA..... | 136.7 | | | | |
| X | | | 14th STREET—R. Virginia..... | 137.7 | | | | |
| | | | POTOMAC RIVER | | | | | |
| | | | MOVABLE BRIDGE..... | 138.5 | | | | |
| | | | DIVISION POST (R.F.&P.)..... | 138.7 | | | | |
| X | | | SOUTH END (R.F.&P.)—R-AF..... | 138.9 | | | | |
| | | | The direction from Landover to South End is southward. | | | | | |
| | | | *Distance from Phila. | | | | | |
| | | | WILLIAMSPORT BRANCH | * | | | | |
| | | | (MAIN LINE NORTHERN DIVISION) | | | | | |
| X | X | X-★ | ROCKVILLE..... | | | | | •305 133 |
| | | | DIVISION POST (Northern Division)..... | 1.6 | | | | |
| | | | The direction from Rockville to Division Post (Northern Division) is westward. | | | | | |
| | | | •Includes 172 car lengths on Northern Division. | | | | | |
| | | | *Distance from Rockville. | | | | | |
| | | | HAROLD-Q-F-R | * | | | | |
| | | | SECONDARY TRACKS | | | | | |
| X | X | | HAROLD (L.I.R.R.)..... | 0.7 | | | | |
| X | X | ★ | Q..... | 0.3 | | | | |
| X | X | ★ | F..... | 0.0 | | | | |
| X | X | ★ | R (via loop)..... | 1.3 | | | | |
| X | X | ★ | Q (via loop and SS Yard)..... | 1.8 | | | | |
| X | X | ★ | F (via loop, SS Yard and Sub. Tracks)..... | 2.1 | | | | |
| | | | The direction from Harold to Q is westward. | | | | | |
| | | | The direction from F to R (via loop) is eastward. | | | | | |
| | | | The direction from R to F (via SS yd. and Sub. Tracks) is westward. | | | | | |
| | | | *Distance from F. | | | | | |

| Interlocking | Interlocking Station | Block Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | | |
|---|----------------------|--|---|----------------|---|---------------|------|--|
| | | | | | East or North | West or South | Both | |
| | | | JERSEY CITY BRANCH | * | | | | |
| X | X | X-★ | WALDO..... | 0.0 | | | | |
| X | X | | JOURNAL SQUARE (P.A.T.H.R.R.)..... | 0.1 | | | | |
| X | X | | WR..... | 0.1 | | | | |
| X | X-★ | | HACK..... | 1.4 | | | | |
| X | X | | GRAPE..... | 2.5 | | | | |
| X | X | ★X | KARNY..... | 3.2 | | | | |
| X | X | X-★ | HUDSON..... | 4.3 | | | | |
| | | | The direction from Waldo to Hudson is westward. •Against current of traffic only. *Distance from Waldo. Radio locations other than Block Stations— ★New York Movement Office, Jersey City area use channel 4. | | | | | |
| | | | PASSAIC AND HARSIMUS BRANCH | * | | | | |
| | | | HARSIMUS COVE YARD..... | | | | | |
| X | X | X-★ | WALDO..... | 0.0 | | | | |
| X | X | X-★ | HACK..... | 1.4 | | | | |
| | | | MEADOWS YARD..... | | | | | |
| X | | | GRAPE • R-KARNY..... | 2.4 | | | | |
| X | X | X-★ | KARNY..... | 3.3 | | | | |
| | | X | WA-5..... | 7.7 | | | | |
| | | X | WA-3..... | 8.1 | | | | |
| | | | The direction from Harsimus Cove to WA-3 is westward. *Distance from Waldo. •In service on No. 1 track only. Radio locations other than Block Stations— Meadows—Harsimus Cove areas—No. 1 and No. 10 yard offices; Asst. Yardmasters—Truc-Train, Green Street; Car Inspector Truc-Train—use channel 2. | | | | | |
| | | | GREENVILLE BRANCH | * | | | | |
| | | | GREENVILLE YARD..... | | | | | |
| X | X | X-★ | BAY..... | 0.0 | | | | |
| X | X | X-★ | CY (C. R. R. N. J.)..... | 1.6 | | | | |
| | | B | WA-2..... | 3.5 | | | | |
| | | X | WA-3..... | 4.2 | | | | |
| | | | WAVERLY YARD..... | | | | | |
| | | X | WA-6..... | 5.3 | | | | |
| X | X | X-★ | LANE..... | 5.4 | | | | |
| | | | The direction from Greenville Yard to Lane is westward. *Distance from Bay. Radio locations other than Block Stations— Greenville area—Eastbound Hump yard office, Asst. Yardmasters, EB Hump, WB Hump and Covered Pier use channel 1. Waverly area—Waverly 4 & 5, Port Newark, Linden yard offices, use channel 3. | | | | | |
| Interlocking, Block and Block-Limit Stations in service part-time as follows: | | | | | | | | |
| Station | | Hours in Service | | | | | | |
| WA-2 | | 7.00 A.M. Monday until 11.00 P.M. Saturday, except May 30, July 4 and Sept. 4. | | | | | | |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|---------------------|---|----------------|---|---------------|------|
| | | | | | | East or North | West or South | Both |
| | | | | PERTH AMBOY AND WOODBRIDGE BRANCH | * | | | |
| X | X | X-★ | | UNION..... | 0.0 | | | |
| | | | | AVENEL..... | 2.0 | | | |
| | | | | EDGAR..... | 2.7 | | | |
| | | | | WOODBIDGE..... | 3.5 | | | |
| | | | | GENASCO..... | 4.5 | | | |
| X | X | X-★ | | WC..... | 5.8 | | | |
| X | X | X-★ | | PERTH AMBOY..... | 5.9 | | | |
| | | | | SA..... | 8.1 | | | |
| | | | | SO. AMBOY JCT. (Amboy Sec.)..... | 8.1 | | | |
| | | | | The direction from Union to WC is westward. | | | | |
| | | | | *Distance from Union. | | | | |
| | | | | AMBOY SECONDARY TRACK | * | | | |
| X | X | X-★ | | SA (N.Y.&L.B.R.R.)..... | 0.0 | | | |
| | | | | SO. AMBOY JUNCTION..... | 0.0 | | | |
| | | | | CQ..... | 0.2 | | | |
| | | | | DEEP CUT..... | 1.8 | | | |
| | | | | EAST END..... | 4.9 | | | |
| | | | | BROWN..... | 5.9 | | | |
| | | | X | OB.....C-SA..... | 7.1 | | | |
| | | | | OLD BRIDGE..... | 7.2 | | | |
| | | | | SPOTSWOOD..... | 9.4 | | | |
| | | | X | HELMETTA..... | 11.6 | | | |
| | | | | GO.....C-SA..... | 11.7 | | | |
| | | X | | JAMESBURG..... | 13.4 | 170 | | |
| | | | | JG...R/SA* {MIDWAY*} | 13.6 | | | |
| | | | | The direction from SA to JG is westward. | | | | |
| | | | | •Block signal governing westward movement at JG, remote controlled from Midway. | | | | |
| | | | | •Block signal governing eastward movement at JG, remote controlled from SA. | | | | |
| | | | | *Distance from So. Amboy Junction. | | | | |
| | | | | Radio locations other than Block Stations— | | | | |
| | | | | South Amboy area—South Amboy yard office; Asst. Yardmasters Metuchen, New Brunswick, use channel 2. | | | | |
| | | | | JAMESBURG BRANCH | * | | | |
| | | X | | JG...R/SA* {MIDWAY*} | 0.0 | | | |
| | | | | DAYTON..... | 3.3 | | | |
| | | | | MONMOUTH JCT..... | 5.4 | | | |
| X | X | X-★ | | MIDWAY..... | 5.6 | | | |
| | | | | The direction from JG to Midway is westward. | | | | |
| | | | | •Block signal governing westward movement at JG, remote controlled from Midway. | | | | |
| | | | | •Block signal governing eastward movement at JG, remote controlled from SA. | | | | |
| | | | | *Distance from JG. | | | | |
| | | | | PRINCETON BRANCH | * | | | |
| X | X | X-★ | | NASSAU..... | 0.0 | | | |
| | | | | PRINCETON JCT..... | 0.1 | | | |
| | | | | PENNS NECK..... | 1.4 | | | |
| | | | X | KS.....C-Nassau..... | 2.7 | | | |
| | | | | PRINCETON..... | 2.8 | | | |
| | | | | The direction from Nassau to KS is northward. | | | | |
| | | | | *Distance from Nassau. | | | | |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--|----------------------|---------------|---------------------|---|----------------|---|-------|-----------|
| | | | | | | North | South | Both |
| | | | | BELVIDERE DELAWARE BRANCH | * | | | |
| | | | | BELVIDERE DELAWARE SECONDARY TRACK | | | | |
| | | | | TRENTON..... | 0.0 | | | |
| X | X | X-★ | | FAIR..... | 0.3 | | | |
| | | | | COALPORT..... | 1.1 | | | |
| X | X | X-★ | | MG..... | 1.4 | | | |
| X | X | X-★ | | MG..... | 1.4 | | | |
| | | | | WARREN STREET (Trenton)..... | 1.6 | | | |
| | | | X | WB.....C-MG..... | 6.1 | | | 130 |
| | | | X | CW.....C-MG..... | 9.3 | | | |
| | | | | WASHINGTON CROSSING..... | 9.3 | | | |
| | | | | TITUSVILLE..... | 10.4 | | | |
| | | | X | MOORE.....C-MG..... | 12.2 | | | |
| | | | | LAMBERTVILLE..... | 16.1 | | | 51 126 |
| | | | | STOCKTON..... | 19.5 | | | |
| | | | X | RK.....C-Frenchtown* | 21.0 | | | |
| | | | | RAVEN ROCK..... | 22.8 | | | |
| | | | | BYRAM..... | 23.9 | | | |
| X | B | B-★ | | FRENCHTOWN..... | 31.7 | | | 175 |
| | | | X | MD.....C-Frenchtown* | 34.9 | | | 49 |
| | | | | MILFORD..... | 35.2 | | | |
| | | | X | HD.....C-Frenchtown* | 38.9 | | | 160 |
| | | | | RIEGELSVILLE..... | 41.9 | | | 18 |
| | | | | CARPENTERVILLE..... | 45.4 | | | |
| | | | | LEAD SWITCH, KENT..... | 47.7 | | | |
| | | | X | KENT.....C-G..... | 49.0 | | | |
| | | | | PHILLIPSBURG..... | 50.7 | 66 | | |
| | | | X | PG.....C-G..... | 51.3 | | | |
| | | | | HUDSON YARD..... | 52.7 | | | |
| | | | X | DY.....C-G..... | 54.2 | | | |
| | | | | MARTINS CREEK..... | 57.6 | | | |
| | | | X | CR.....C-G..... | 58.2 | | | 90 |
| | | | | ROXBURG..... | 61.1 | | | |
| | | X | | G..... | 63.9 | | | |
| | | | | BELVIDERE..... | 64.6 | | | |
| | | | | The direction from Trenton to Belvidere is northward. | | | | |
| | | | | *Controlled by MG when Frenchtown is not in service. | | | | |
| | | | | *Distance from Trenton. | | | | |
| | | | | Radio locations other than Block Stations— | | | | |
| | | | | Phillipsburg yard office, use channel 1 or 4. | | | | |
| Interlocking, Block and Block-Limit Stations in service part-time as follows: | | | | | | | | |
| Station | | | | Hours in Service | | | | |
| Frenchtown | | | | 7.00 A.M. to 11.00 P.M. Daily except Sunday and May 30, July 4 and Sept. 4. | | | | |
| NOTE: Sundays and May 30, July 4 and Sept. 4, also Monday through Saturday between 11.00 P.M. and 7.00 A.M. Home signals will convey no Manual Block Indication. They will govern northward movement through interlocking and over hand-operated switches between Northward Home signal and Distant Switch signal 6000 feet north of Frenchtown and southward movement through interlocking. | | | | | | | | |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|---------------------|---|----------------|---|------|------|
| | | | | | | East | West | Both |
| | | | | HIGHTSTOWN SECONDARY TRACK | * | | | |
| | | | | CONN. AMBOY SEC. TRACK..... | 0.0 | | | |
| | | | | PROSPECT PLAINS..... | 2.5 | | | |
| | | | | CRANBURY..... | 4.1 | | | 10 |
| | | | | HIGHTSTOWN..... | 7.1 | | | |
| | | | X | K.....C-SA..... | 8.0 | | | 55 |
| | | | | END OF BLOCK..... | 8.3 | | | |
| | | | | The direction from Conn. Amboy Sec. Trk. to End of Block (west of K) is westward. | | | | |
| | | | | *Distance from Conn. Amboy Sec. Track. | | | | |
| | | | | FREEHOLD SECONDARY TRACK | * | | | |
| | | | | CONN. AMBOY SEC. TRACK..... | 0.0 | | | |
| | | | | JAMESBURG..... | 0.1 | | | |
| | | | | ENGLISHTOWN..... | 6.8 | | | |
| | | | X | NG.....C-SA..... | 6.9 | | | |
| | | | | TENNENT..... | 8.0 | | | |
| | | | | FREEHOLD..... | 11.5 | | | |
| | | | X | HW.....C-SA..... | 14.4 | | | |
| X-A | | | | FARMINGDALE..... | 19.1 | | | |
| | | | | END OF BLOCK..... | 19.6 | | | |
| | | | | The direction from Conn. Amboy Sec. Trk. to End of Block is eastward. | | | | |
| | | | | *Distance from Conn. Amboy Sec. Track. | | | | |
| | | | | SUBURBAN LINE | * | | | |
| X | X | X-★ | | ZOO (44th St.)..... | 3.2 | | | |
| | | | | PHILA.-30th ST. (Upper Level)..... | 0.9 | | | |
| X | X | X | | BROAD..... | 0.4 | | | |
| | | | | SUBURBAN STATION, PHILA..... | 0.0 | | | |
| X | X | X-★ | | ARSENAL..... | 2.1 | | | |
| | | | | The direction from Suburban Station to 30th St. Station (Upper Level) and Zoo (34th and 44th St. OH Bridges) is westward; from 34th St. OH Bridge to connection with No. 1 and No. 4 River Line via 36th St. Tunnel is eastward; from 30th St. Station (Upper Level) to Arsenal is southward. | | | | |
| | | | | *Distance from Suburban Station. | | | | |

| Interlocking | Interlocking Station | Block Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--|----------------------|---------------|--|----------------|---|---------------|------|
| | | | | | East or North | West or South | Both |
| | | | D. R. R. R. & B. CO. BRANCH | * | | | |
| X | X | X-★ | SHORE..... | 8.2 | | | |
| | | | FRANKFORD JUNCTION..... | 8.5 | | | |
| X | X | X-★ | PENNA.-NEW JERSEY STATE LINE..... | 10.5 | | | |
| X | | | JERSEY..... | 11.0 | | | |
| | | | DIVIDE—R-Jersey..... | 11.4 | | | |
| | | | JORDAN..... | 12.9 | | | |
| | | | RACE..... | 14.7 | | | |
| | | | UTICA AVENUE..... | 16.2 | | | |
| | | | DIVISION POST (P.R.S.L.)..... | 17.2 | | | |
| X | | | KIRK—R-Winslow..... | 23.5 | | | |
| X | B | B | WINSLOW..... | 38.3 | | | |
| | | | The direction from Shore to Jersey is eastward; from Jersey to Winslow is southward. | | | | |
| | | | *Distance from Suburban Station. | | | | |
| Interlocking, Block and Block-Limit Stations in service part-time as follows: | | | | | | | |
| Station | | | Hours in Service | | | | |
| Winslow | | | 6.00 A.M. to 10.00 P.M. Daily | | | | |
| | | | CHESTNUT HILL BRANCH | * | | | |
| X | X | X-★ | NORTH PHILADELPHIA..... | | | | |
| | | | WESTMORELAND..... | 0.8 | | | |
| | | | QUEEN LANE..... | 2.2 | | | |
| | | | CHELLEN AVENUE..... | 2.8 | | | |
| | | | TULPEHOCKEN..... | 3.3 | | | |
| | | | UPSAL..... | 3.8 | | | |
| | | | CARPENTER..... | 4.4 | | | |
| | | | ALLEN LANE..... | 4.8 | | | |
| | | | ST. MARTINS..... | 5.6 | | | |
| | | | HIGHLAND..... | 6.1 | | | |
| X | B | B | CHESTNUT HILL..... | 6.6 | | | |
| | | | The direction from North Philadelphia to Chestnut Hill is eastward. | | | | |
| | | | Radio locations other than Block Stations— | | | | |
| | | | Midvale Yard office. | | | | |
| | | | *Distance from North Phila. | | | | |
| Interlocking, Block and Block-Limit Stations in service part-time as follows: | | | | | | | |
| Station | | | Hours in Service | | | | |
| Chestnut Hill | | | 6.20 A.M. to 11.40 P.M. Daily. | | | | |
| When Chestnut Hill Block Station is not in service Eastward trains must report to operator North Philadelphia when clear of main track at Chestnut Hill. | | | | | | | |
| | | | RIVER LINE | * | | | |
| X | X | X-★ | ZOO..... | | | | |
| | | | PHILA.-30th ST. (Lower Level)..... | 1.5 | | | |
| X | X | X-★ | PENN..... | 1.5 | | | |
| X | X | X-★ | ARSENAL..... | 2.6 | | | |
| | | | The direction from Zoo to Arsenal is southward. | | | | |
| | | | *Distance from Zoo. | | | | |
| | | | 36th STREET CONNECTION | * | | | |
| X | X | X-★ | ZOO..... | | | | |
| X | X | X-★ | PENN..... | 5000 ft | | | |
| | | | The direction from Zoo to Penn is eastward. | | | | |
| | | | Radio locations other than Block Stations— | | | | |
| | | | ★Train Dispatchers office. | | | | |
| | | | Penn Coach yard office. | | | | |
| | | | P-5 Yard office. | | | | |
| | | | *Distance from Zoo. | | | | |

| Interlocking | Interlocking Station | Block Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|---|----------------|---|---------------|------|
| | | | | | East or North | West or South | Both |
| | | | GRAYS FERRY BRANCH | * | | | |
| X | X | X-★ | ZOO..... | | | | |
| X | X | X-★ | ARSENAL..... | 2.4 | | | |
| | | | The direction from Zoo to Arsenal is southward. | | | | |
| | | | *Distance from Zoo. | | | | |
| | | | WEST CHESTER BRANCH | * | | | |
| X | X | X-★ | ARSENAL..... | 2.1 | | | |
| | | | FORTY-NINTH STREET..... | 3.2 | | | |
| | | | ANGORA..... | 4.4 | | | |
| | | | FERNWOOD-YEADON..... | 5.4 | | | |
| | | | LANSDOWNE..... | 6.3 | | | |
| | | | GLADSTONE..... | 6.9 | | | |
| | | | CLIFTON-ALDAN..... | 7.5 | | | |
| | | | PRIMOS..... | 8.1 | | | |
| | | | SECANE..... | 8.8 | | | |
| | | | MORTON-RUTLEDGE..... | 9.9 | | | |
| | | | SWARTHMORE..... | 11.2 | | | |
| | | | WALLINGFORD..... | 12.3 | | | |
| | | | MOYLAN-ROSE VALLEY..... | 13.2 | | | |
| X | X | X | MEDIA..... | 14.0 | | | |
| | | | ELWYN..... | 15.0 | | | |
| | | | WILLIAMSON SCHOOL..... | 15.8 | | | |
| | | | GLEN RIDDLE..... | 16.6 | | | |
| | | | LENNI..... | 17.3 | | | 64 |
| | | | WAWA..... | 18.0 | | | |
| | | | DARLINGTON..... | 18.7 | | | |
| | | | GLEN MILLS..... | 20.2 | | | |
| | | | LOCKSLEY..... | 21.5 | | | |
| | | | CHEYNEY..... | 22.2 | | | 21 |
| | | | WESTTOWN..... | 23.9 | | | |
| | | | END OF BLOCK SIGN..... | 26.8 | | | |
| | | | NIELDS ST..... | 27.0 | | | |
| | | | WEST CHESTER..... | 27.4 | | | |
| | | | The direction from Arsenal to West Chester is southward. | | | | |
| | | | *Distance from Suburban Station. | | | | |
| | | | WEST PHILADELPHIA ELEVATED BRANCH | * | | | |
| X | X | X-★ | ZOO..... | | | | |
| X | X | X-★ | ARSENAL..... | 2.5 | | | |
| X | X | X-★ | BRILL..... | 4.6 | | | |
| | | | The direction from Zoo to Brill is southward. | | | | |
| | | | Radio locations other than Block Stations— | | | | |
| | | | ★Train Dispatchers office. | | | | |
| | | | ★Grays Ferry Yard office. | | | | |
| | | | *Distance from Zoo. | | | | |
| | | | DELAWARE EXTENSION | * | | | |
| X | X | X-★ | ARSENAL..... | | | | |
| X | X | X-★ | PENROSE—R-Stadium..... | 1.9 | | | |
| X | X | X-★ | STADIUM..... | 3.9 | | | |
| X-A | | | PAY (B. & O. Crossing)..... | 5.7 | | | |
| | | | The direction from Arsenal to Stadium is eastward. | | | | |
| | | | Radio locations other than Block Stations— | | | | |
| | | | Train Dispatchers office. | | | | |
| | | | Penrose, Greenwich, Greenwich Coal Yard, Penna. Produce Terminal, Tidewater, South Phila. Ore Yard and D-16 Yard offices. | | | | |
| | | | *Distance from Arsenal. | | | | |

| SCHUYLKILL BRANCH SCHUYLKILL SECONDARY TRACK | | | | | | | | | |
|--|----------------------|---------------|---------------------|---|---------------------------------|---|------|------|--|
| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Sub. Sta., Phila. | Sidings Assigned Direction Car Capacity 50 ft. cars | | | |
| | | | | | | East | West | Both | |
| X | | | | VALLEY—R-Overbrook..... | 4.0 | | | | |
| X | | | | JEFF—R-Overbrook..... | 4.5 | | | | |
| | | | | WYNNEFIELD AVE..... | 4.9 | | | | |
| | | | | BALA..... | 5.7 | | | | |
| | | | | CYNWYD..... | 6.1 | | | | |
| | | | | BARMOUTH..... | 6.8 | | | | |
| | | | | MANAYUNK..... | 7.8 | | | | |
| X | | X | | MAN—R-Overbrook..... | 8.2 | | | | |
| | | | | SHAWMONT..... | 9.6 | | | | |
| | | | | MIQUON..... | 10.8 | | | | |
| | | | | SPRING MILL..... | 12.4 | | | | |
| | | | | CONSHOHOCKEN..... | 13.6 | | | | |
| | | | | IVY ROCK..... | 15.1 | | | | |
| | | | | EARNEST..... | 15.9 | | | | |
| X | X | X-★ | | NORRIS..... | 16.5 | | | | |
| | | | | NORRISTOWN..... | 17.5 | | | | |
| | | X | | HAWS AVE.—R-Norris..... | 18.1 | | | | |
| | | | | PORT INDIAN..... | 20.1 | | | | |
| | | | | BETZWOOD..... | 21.8 | | | | |
| X-A | | | | CREEK (Reading Co. Crossing)..... | 24.6 | | | | |
| | | | | OAKS..... | 24.8 | | | 23 | |
| | | | | PHOENIXVILLE..... | 28.1 | | | | |
| | | | | CROMBY..... | 30.4 | | | | |
| | | | | SPRING CITY..... | 32.3 | | | 155 | |
| | | | | PARKERFORD..... | 35.1 | | | | |
| | | | X | LOCK—C-Norris..... | 37.8 | | | 294 | |
| | | | | POTTSTOWN..... | 40.3 | | | | |
| | | | | MONOCACY..... | 46.7 | | | | |
| | | | | DYER..... | 47.2 | | | | |
| | | | | BIRDSBORO..... | 49.1 | | | | |
| X | X | X-★ | | BROOKE (Reading Co. Xing)..... | 49.2 | | | | |
| | | | | READING..... | 58.3 | | | | |
| | | | | GROUND..... | 62.8 | | | | |
| | | | | TEMPLE..... | 64.2 | | | | |
| | | | X | ORCHARD—C-Norris..... | 67.1 | | | | |
| | | | | LEESPORT..... | 67.7 | | | | |
| | | | | SHOEMAKERSVILLE..... | 71.7 | | | 49 | |
| | | | X | HAMBURG—C-Norris..... | 76.8 | | | 105 | |
| | | | | AUBURN..... | 84.8 | | | | |
| | | | | ADAMSDALE..... | 88.0 | | | | |
| | | | X | ADAM—C-Norris..... | 88.7 | | | | |
| | | | | SCHUYLKILL HAVEN..... | 90.6 | | | | |
| | | | | CARBON..... | 93.5 | | | | |
| | | | | POTTSVILLE..... | 94.7 | | | | |
| | | | | END OF TRACK—(2391 Feet West of Mile Post 95)..... | | | | | |
| NOTE—The direction from Valley to End of Track (2391 Feet West of Mile Post 95) is Westward. Radio locations other than Block Stations— Train Dispatchers office; Norristown Yard office; Phoenixville Agent's office; Pottstown Yard office; Reading Yard office. | | | | | | | | | |
| | | | | PHILADELPHIA AND THORNDALE BRANCH | * | | | | |
| X | | | | DALE—R-Thorn..... | | | | | |
| X | X | X-★ | | THORN..... | 10.4 | | | | |
| | | | | The direction from Dale to Thorn is westward. *Distance from Dale. | | | | | |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|---------------------|--|----------------|---|---------------|------|
| | | | | | | East or North | West or South | Both |
| | | | | TRENTON BRANCH | * | | | |
| X | X | X-★ | | MORRIS..... | 46.0 | | | |
| X | | | | MY ▼..... | 45.4 | | | |
| X | | | | MB ♣/R-Morris..... | 44.2 | | | |
| | | X | | COPPER ▼/R-Morris..... | 43.1 | | | |
| | | | | NICKEL..... | 42.6 | | | |
| X | | | | MA ♣/R-Morris..... | 41.3 | | | |
| | | | | DIVISION POST (N. Y.-Phila. Divs.) | 41.0 | | | |
| | | | | LANGHORNE..... | 37.4 | | | |
| | | | | ROXTON..... | 33.8 | | | |
| | | | | HEATON..... | 27.5 | | | |
| | | | | DRESHER..... | 23.7 | | | |
| | | | | FORT HILL..... | 21.5 | | | |
| | | | | WHITEMARSH..... | 20.8 | | | |
| | | | | TB-16..... | 19.4 | | | |
| | | | | PLYMOUTH MEETING..... | 17.6 | | | |
| | | X-★ | | NEST..... | 15.7 | | | |
| | | | | EARNEST..... | 15.7 | | | |
| | | | | RAMBO..... | 14.4 | | | |
| | | | | TB-20..... | 14.2 | | | |
| | | | | TB-22..... | 12.5 | | | |
| | | X | | KING ♣—R-NEST..... | 11.3 | | | |
| X | | | | HOWELLVILLE..... | 7.7 | | | 62 |
| X | | | | DALE—R-Thorn..... | 0.7 | | | 55 |
| X | | | | GLEN—R-Thorn..... | | | | |
| | | | | The direction from Glen to Morris is eastward. Radio locations other than Block Stations— Earnest Yard office. ▼ In service on No. 2 track only. ♣ In service on No. 1 track only. *Distance from Glen. | | | | |
| | | | | OCTORARO SECONDARY TRACK | * | | | |
| | | | | CHESTER CREEK SECONDARY TRACK | | | | |
| X | X | X-★ | | LAMOKIN..... | | | | |
| | | | | UPLAND..... | 0.8 | | | |
| | | | | BRIDGEWATER..... | 2.5 | | | |
| | | | | ROCKDALE..... | 5.6 | | | |
| | | | | WAWA..... | 7.2 | | | |
| | | | | CHESTER HEIGHTS..... | 19.3 | | | |
| | | | | CONCORDVILLE..... | 22.3 | | | |
| | | | | BRANDYWINE SUMMIT..... | 24.1 | | | |
| | | | | CHADD'S FORD..... | 26.8 | | | |
| | | | | CHADD..... | 27.0 | | | |
| | | | | CHADD'S FORD JUNCTION.. | 27.0 | | | |
| | | | | MENDENHALL..... | 29.6 | | | |
| | | | | ROSEDALE..... | 30.9 | | | |
| | | | X | SQUARE—C-Lamokin..... | 33.4 | | | |
| | | | | KENNETT SQUARE..... | 33.5 | | | |
| | | | | TOUGHKENAMON..... | 36.1 | | | |
| | | | | AVONDALE..... | 37.8 | | | |
| | | | X | AVON—C-Lamokin..... | 38.0 | | | |
| | | | | WEST GROVE..... | 40.4 | | | |
| | | | X | KEL—C-Lamokin..... | 43.0 | | | |
| | | | | KELTON..... | 43.2 | | | |
| | | | | ELKVIEW..... | 44.2 | | | |
| | | | | LINCOLN UNIVERSITY..... | 45.9 | | | |
| | | | | OXFORD..... | 49.1 | | | |
| | | | X | OX—C-Lamokin..... | 49.5 | | | |
| | | | | NOTTINGHAM..... | 52.6 | | | |
| | | | | PENNA.-MARYLAND..... | | | | |
| | | | | STATE LINE..... | 54.2 | | | |
| | | | | SYLMAR..... | 54.5 | | | |
| | | | | RISING SUN..... | 57.1 | | | |
| | | | | COLORA—END OF TRACK..... | 59.7 | | | |
| | | | | The direction from Lamokin to Colora is southward. *Chester Creek Sec.—Distance from Lamokin. **Octoraro Sec.—Distance from Sub-urban Sta. via West Chester Branch. | | | | |

| Interlocking | Interlocking Station | Block Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|--|----------------|---|---------------|------|
| | | | | | East or North | West or South | Both |
| | | | BORDENTOWN BRANCH | * | | | |
| | | | BORDENTOWN SECONDARY TRACK | | | | |
| | | | DIVISION POST (P.R.S.L.)..... | 0.0 | | | |
| | | | 12th STREET..... | 1.3 | | | |
| X | X | X-★ | COOPER..... | 1.5 | | | |
| | | | PAVONIA..... | 2.5 | | | |
| X | | | HATCH R-Jersey..... | 4.3 | | | |
| X | X | X-★ | JERSEY..... | 4.8 | | | |
| | | | DELAIR..... | 5.0 | | | |
| X | | X | MINSON R-Jersey..... | 5.7 | | | |
| | | | ARCH STREET (Palmyra)..... | 7.1 | | | |
| | | | PALMYRA..... | 7.7 | | | |
| | | | RIVERTON..... | 8.3 | | | |
| | | | CAMBRIDGE..... | 11.0 | | | |
| | | | RIVERSIDE..... | 11.7 | | | 31 |
| | | | DELANCO MOVABLE BRIDGE..... | 12.3 | | | |
| | | | DELANCO..... | 12.4 | | | |
| | | | PERKINS..... | 13.7 | | | |
| | | | BEVERLY..... | 14.6 | | | |
| | | | EDGEWATER PARK..... | 15.5 | | | |
| | | | BURLINGTON..... | 17.4 | | | |
| | | X | MJ R-Jersey..... | 18.3 | | | |
| | | | EAST BURLINGTON..... | 18.4 | | | |
| | | | STEVENS..... | 19.8 | | | |
| | | | FLORENCE..... | 22.4 | | | |
| | | | ROEBLING..... | 23.2 | | | |
| | | | KINKORA..... | 24.1 | | | |
| | | | FIELDSBORO..... | 26.0 | | | |
| | | | DIVISION POST (N. Y.-Phila. Divs.) | 26.7 | | | |
| | | X | BO R-Fair..... | 26.7 | | | |
| | | | BORDENTOWN..... | 27.0 | | | |
| | | | LALOR STREET (Trenton)..... | 31.7 | | | |
| | | | HAMILTON AVE. (Trenton)..... | 32.7 | | | |
| | | | TRENTON..... | 33.1 | | | |
| X | X | X-★ | FAIR..... | 33.4 | | | |
| | | | The direction from Division Post (P.R.S.L.) to Fair is eastward. | | | | |
| | | | *Distance from Division Post (P.R.S.L.) | | | | |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|---|----------------------|---------------|---------------------|---|----------------|---|---------------|------|
| | | | | | | East or North | West or South | Both |
| | | | | PEMBERTON BRANCH DIX RUNNING TRACK | * | | | |
| X | X | X-★ | | COOPER..... | 1.5 | | | |
| | | X | | STATE STREET.....R-Cooper..... | 2.0 | | | |
| | | | | PAVONIA..... | 2.5 | | | |
| | | | | WEST MERCHANTVILLE..... | 4.1 | | | |
| | | | | MERCHANTVILLE..... | 4.7 | | | |
| | | | | PENNSAUKEN..... | 5.6 | | | |
| | | | | MAPLE SHADE..... | 7.2 | | | |
| | | | | LENOLA..... | 8.3 | | | |
| | | | | WEST MOORESTOWN..... | 9.8 | | | |
| | | | | MOORESTOWN..... | 10.4 | | | |
| | | | | STANWICK AVE..... | 11.1 | | | |
| | | | | HARTFORD..... | 13.1 | | | |
| | | | | MASONVILLE..... | 14.4 | | | |
| | | | | HAINESPORT..... | 16.9 | | | |
| | | B | | MOUNT HOLLY C-Cooper..... | 18.7 | | | 25 |
| | | | | SMITHVILLE..... | 21.2 | | | |
| | | | | EWANSVILLE..... | 22.0 | | | |
| | | B | | BIRMINGHAM C-Cooper..... | 23.4 | | | |
| | | X | | PEMBERTON C-Cooper..... | 24.9 | | | 25 |
| | | | | PEMBERTON..... | 24.9 | | | |
| | | | | SHREVE..... | 26.6 | | | |
| | | | | LEWIS..... | 27.7 | | | |
| | | | | CAMP (U. T. Co.)..... | 28.8 | | | |
| | | | | The direction from Cooper to Camp is southward. | | | | |
| | | | | Pennsauken is an Emergency Block Station in service only when opened by Train Order or General Order. | | | | |
| | | | | *Distance from Division Post (P.R.S.L.) | | | | |
| Interlocking, Block and Block-Limit Stations in service part-time as follows: | | | | | | | | |
| Stations | | | | Hours in Service | | | | |
| Mt. Holly | | | | 9.00 P.M. to 5.00 A.M. Daily. 5.00 A.M. Sunday to 9.00 P.M. Sunday and May 30, July 4 and Sept. 4. | | | | |
| Birmingham | | | | 9.00 P.M. to 5.00 A.M. Daily. | | | | |
| | | | | POMEROY SECONDARY TRACK | * | | | |
| | | | | POMEROY..... | | | | |
| | | | | GLEN ROSE..... | 2.7 | | | |
| | | | | DOE RUN..... | 5.7 | | | |
| | | | | END OF TRACK 350 FEET SOUTH MILE POST 6..... | | | | |
| | | | | The direction from Pomeroy to End of Track 350 feet south of Mile Post 6 is southward. | | | | |
| | | | | *Distance from Pomeroy. | | | | |

| Interlocking | Interlocking Station | Block Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|--|----------------|---|---------------|------|
| | | | | | East or North | West or South | Both |
| | | | COLUMBIA AND PORT DEPOSIT BRANCH | * | | | |
| X | X | X-★ | PERRYVILLE..... | | | | |
| X | | | MINNICK } R-Perryville..... | 2.0 | | | |
| X | | | QUARRY..... | 3.2 | | | |
| X | | | TOME..... | 4.5 | | | |
| | | | PORT DEPOSIT..... | 4.7 | | | |
| X | | | ROCK..... | 6.4 | | | |
| X | | | WEST ROCK..... | 7.4 | | | |
| | | | CONOWINGO..... | 10.0 | | | |
| X | | | PILOT..... | 11.6 | | | 130 |
| X | | | WEST PILOT..... | 13.0 | | | |
| | | | PA.-MARYLAND STATE LINE..... | 14.7 | | | |
| | | | PEACH BOTTOM..... | 17.4 | | | |
| | | | FISHING CREEK..... | 20.3 | | | |
| X | | | MIDWAY..... | 21.7 | | | |
| X | | | HOLTWOOD..... | 25.0 | | | |
| | | | McCALLS FERRY..... | 25.7 | | | |
| X | | | McCALLS..... | 26.8 | | | |
| | | | PEQUEA..... | 29.7 | | | |
| X | | | HARBOR..... | 31.9 | | | |
| X | | | WEST HARBOR..... | 33.2 | | | 123 |
| | | | DIVISION POST (Harrisburg Div.)..... | 38.2 | | | |
| X | | | CRES (Hbg. Div.)—R-Cola..... | 38.8 | | | |
| X | | | PORT—R-Cola..... | 40.3 | | | |
| X | X | X-★ | COLA..... | 44.0 | | | |
| | | | The direction from Perryville to Cola is westward. | | | | |
| | | | *Distance from Perryville. | | | | |
| | | | NORTHERN CENTRAL BRANCH | * | | | |
| | | | CALVERT..... | | | | |
| | | | HILLEN JUNCTION..... | 0.5 | | | |
| X | X | X-★ | UNION JUNCTION..... | 0.8 | | | |
| | | | BALTIMORE..... | 1.0 | | | |
| X | X | X-★ | B.&P. JUNCTION..... | 1.2 | | | |
| X | | | MT. VERNON—R-B&P Jct..... | 2.1 | | | |
| | | | WOODBERRY..... | 3.2 | | 79 | |
| | | | MELVALE..... | 4.2 | | | |
| | | | MT. WASHINGTON..... | 6.0 | | | |
| | | | BARE HILLS..... | 6.4 | | | |
| | | | RIDERWOOD..... | 9.1 | | | |
| | | | LUTHERVILLE..... | 10.5 | | | |
| | | | TIMONIUM..... | 11.7 | | 60 | |
| | | | PADONIA..... | 12.3 | | | |
| | | | TEXAS..... | 13.5 | | | |
| | | | COCKEYSVILLE..... | 14.7 | | | 67 |
| | | | GLENCOE..... | 20.4 | | | |
| | | | MONKTON..... | 23.0 | | | |
| | | | BLUE MOUNT..... | 25.0 | | | |
| | | | PARKTON..... | 28.7 | | | 66 |
| | | | FREELAND..... | 34.3 | | | |
| | | | DIVISION POST (Harrisburg Div.)..... | 35.6 | | | |
| | | | PA.-MARYLAND STATE LINE..... | 35.6 | | | |
| | | | NEW FREEDOM..... | 37.1 | | | 53 |
| | | | SHREWSBURY..... | 38.6 | | | |
| | | | SEITZLAND..... | 41.0 | | | |
| | | | GLEN ROCK..... | 41.8 | | | |
| | | | SEITZVILLE..... | 44.9 | | | |
| | | | SMYSER..... | 47.0 | | | 51 |
| | | | HYDE..... | 54.6 | | | |
| | | | GRANTLEY..... | 55.7 | | | |
| X | X | X-★ | YORK..... | 57.2 | | | 86 |
| | | | LOUCKS..... | 58.5 | | | |
| | | | EMIGSVILLE..... | 61.6 | | | |
| | | | MT. WOLF..... | 64.9 | | | 62 |
| | | | WAGO JUNCTION..... | 66.7 | | | |
| | | | YORK HAVEN..... | 68.5 | | | |
| X | X | X-★ | CLY..... | 69.9 | | | |
| | | | The direction from Calvert to Cly is westward. | | | | |
| | | | *Distance from Calvert. | | | | |

| Interlocking | Interlocking Station | Block Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|---------------------------------|----------------|---|-------|------|
| | | | | | North | South | Both |
| | | | PORTER BRANCH | * | | | |
| | | | DELMARVA BRANCH | | | | |
| | | | POCOMOKE SECONDARY TRACK | | | | |
| X | X | X-★ | WILMINGTON..... | | | | |
| X | | | WEST YARD—R-Wilmington..... | 1.4 | | | |
| X | | | BANK..... | 2.1 | | | |
| | | | FARNHURST..... | 4.0 | | | |
| | | | NEW CASTLE..... | 6.3 | | | |
| | | B-★ | TASKER..... | 6.5 | | | 219 |
| | | | STATE ROAD..... | 9.0 | | | |
| | | | BEAR..... | 11.7 | | | |
| | | | PORTER..... | 14.4 | | | |
| | | | Porter Branch | ** | | | |
| X | X | X-★ | DAVIS..... | 5.0 | | | |
| | | | GLASGOW..... | 6.3 | | | |
| | | | PORTER..... | * | | | |
| | | | PORTER..... | 14.4 | | | |
| | | | KIRKWOOD..... | 16.4 | | | |
| | | | CANAL MOVABLE BRIDGE..... | 18.3 | | | |
| | | | MT. PLEASANT..... | 20.6 | | | |
| | | | MIDDLETOWN..... | 24.8 | | | |
| | | | TOWNSEND..... | 29.0 | | | |
| X | B | B-★ | CLAYTON..... | 38.8 | | | 179 |
| | | | CHESWOLD..... | 42.4 | | | |
| | | | DOVER..... | 47.4 | | | |
| | | | WYOMING..... | 50.7 | | | |
| | | | WOODSIDE..... | 54.1 | | | |
| | | | VIOLA..... | 56.1 | | | |
| | | | FELTON..... | 58.3 | | | |
| X | B | B-★ | HARRINGTON..... | 64.4 | 144 | 119 | 159 |
| | | | FARMINGTON..... | 68.1 | | | |
| | | | GREENWOOD..... | 72.4 | | | |
| | | | BRIDGEVILLE..... | 77.0 | | | |
| | | | CANNON..... | 79.9 | | | |
| X | B | B-★ | SEAFORD..... | 84.1 | | | 180 |
| | | | SEAFORD MOVABLE BRIDGE..... | 84.2 | | | |
| | | | LAUREL MOVABLE BRIDGE..... | 90.4 | | | |
| | | | LAUREL..... | 90.6 | | | |
| | | X | HEARN—R-Delmar..... | 95.3 | | | |
| | | ★ | DELMAR..... | 97.3 | | | 440 |
| | | | ** | | | | |
| | | ★ | DELMAR..... | | | | |
| | | | DELAWARE-MARYLAND | | | | |
| | | | STATE LINE..... | 0.0 | | | |
| | | X | PATTON—R-Delmar..... | 2.2 | | | |
| | | | SALISBURY..... | 5.9 | | | |
| | | | FRUITLAND..... | 9.7 | | | |
| | | | PRINCESS ANNE..... | 19.0 | | | |
| | | | KINGS CREEK..... | 21.6 | | | |
| X | B | B-★ | CASSATT..... | 30.6 | | | |
| | | | | | | | |
| X | B | B-★ | CASSATT..... | 30.6 | | | |
| | | | POCOMOKE..... | 30.9 | | | |
| | | | BEAVER DAM..... | 34.8 | | | |
| | | | MARYLAND-VIRGINIA | | | | |
| | | | STATE LINE..... | 35.8 | | | |
| | | | NEW CHURCH..... | 37.3 | | | |
| | | | LECATO..... | 40.3 | | | |
| | | | OAK HALL..... | 41.4 | | | |
| | | | MAKEMIE PARK..... | 42.7 | | | |
| | | | HALLWOOD..... | 45.0 | | | |
| | | | MEARS..... | 46.7 | | | |
| | | | BLOXOM..... | 48.8 | | | |
| | | | HOPETON..... | 50.5 | | | |
| | | | PARKSLEY..... | 52.4 | | | 17 |
| | | | GREENBUSH..... | 55.6 | | | |
| | | | TASLEY..... | 58.0 | | | |
| | | | ONLEY..... | 59.7 | | | |
| | | | MELFA..... | 62.7 | | | |
| | | | KELLER..... | 65.2 | | | |
| | | | PAINTER..... | 67.7 | | | |
| | | | BELLE HAVEN..... | 70.6 | | | |
| | | | EXMORE..... | 72.0 | | | |
| | | | NASSAWADOX..... | 76.3 | | | |
| | | | WIERWOOD..... | 77.6 | | | |
| | | | BIRDSNEST..... | 79.1 | | | |
| | | | MACHIPONGO..... | 81.9 | | | |
| | | | EASTVILLE..... | 86.0 | | | |
| | | | END OF BLOCK—BEGIN BLOCK.... | 88.8 | | | |
| | | | Pocomoke Secondary Track | | | | |

| | | | | | | | | | | | |
|---|----------------------|---------------|---------------------|---|--|--|--|----------------|----------------------------|------|----|
| | | | | The direction from Wilmington to end of block is southward. *Distance from Wilmington. **Distance from Davis. ***Distance from Delmar. NOTE—Train order office other than block stations in service as follows: Delmar—7.00 A.M. to 11.00 P.M., Daily Except Sunday. 3.00 P.M. to 11.00 P.M., Sunday. | | | | | | | |
| Interlocking, Block and Block-Limit Stations in service part-time as follows: | | | | | | | | | | | |
| Station | | | | Hours in Service | | | | | | | |
| Tasker | | | | 3.00 P.M., Sunday to 11.00 P.M., Saturday. | | | | | | | |
| Clayton | | | | 7.00 A.M. to 11.00 P.M. Daily Except Sat. & Sun. | | | | | | | |
| Harrington | | | | 3.00 P.M., Sunday to 3.00 P.M., Saturday. | | | | | | | |
| Seaford | | | | 3.00 P.M., Sunday to 11.00 P.M., Saturday. | | | | | | | |
| Delmar (Train Order Office) | | | | 7.00 A.M. to 11.00 P.M., Daily Except Sunday. 3.00 P.M. to 11.00 P.M., Sunday. | | | | | | | |
| Cassatt | | | | 11.30 P.M. to 7.30 A.M., Daily Except Saturday. | | | | | | | |
| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | | | | *Distance from | Sidings Assigned Direction | | |
| | | | | | | | | | Car Capacity 50 ft. cars | | |
| | | | | | | | | East or North | West or South | Both | |
| | | | | POPE'S CREEK SECONDARY TRACK | | | | * | | | |
| X | B | B-★ | | BOWIE..... | | | | | | | |
| | | | | COLLINGTON..... | | | | 3.0 | | | |
| | | | | MULLIKIN..... | | | | 6.2 | | | |
| | | | | HALL..... | | | | 7.9 | | | |
| | | | X | BORO—C-Bowie..... | | | | 13.6 | | | |
| | | | | MARLBORO..... | | | | 13.8 | | | 12 |
| | | | | CROOME..... | | | | 17.4 | | | |
| | | | X | CHELTENHAM..... | | | | 22.1 | | | |
| | | | | WINE—C-Bowie..... | | | | 24.7 | | | |
| | | | | BRANDYWINE..... | | | | 25.1 | | | |
| | | | | WALDORF..... | | | | 31.1 | | | 9 |
| | | | | INDIAN HEAD JUNCTION..... | | | | 34.1 | | | 15 |
| | | | X | WHITE—C-Bowie..... | | | | 34.3 | | | |
| | | | | LA PLATA..... | | | | 38.7 | | | |
| | | | | PORT TOBACCO..... | | | | 40.5 | | | |
| | | | | COX..... | | | | 43.2 | | | |
| | | | | LOTHAIR..... | | | | 45.1 | | | |
| | | | X | POPE—C-Bowie..... | | | | 48.3 | | | |
| | | | | POPE'S CREEK..... | | | | 48.7 | | | |
| | | | | The direction from Bowie to Pope's Creek is southward. *Distance from Bowie. | | | | | | | |
| Interlocking, Block and Block-Limit Stations in service part-time as follows: | | | | | | | | | | | |
| Station | | | | Hours in Service | | | | | | | |
| Bowie | | | | 7.30 A.M., Monday to 3.30 P.M., Saturday, except May 30, July 4 and Sept. 4. | | | | | | | |
| | | | | SHELLPOT BRANCH | | | | * | | | |
| X | X | X-★ | | BRIDGE..... | | | | | | | |
| X-A | | | | READ..... | | | | 1.2 | | | |
| X-A | | | | WARD..... | | | | 1.7 | | | |
| X | | | | BANK..... | | | | 2.5 | | | |
| X | | | | RAGAN—R-Wilmington..... | | | | 3.3 | | | |
| | | | | The direction from Bridge to Ragan is southward. *Distance from Bridge. | | | | | | | |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|---------------------|--|----------------|---|---------------|------|
| | | | | | | East or North | West or South | Both |
| | | | | SHELLPOT SECONDARY TRACKS | * | | | |
| X | X | X-★ | | BELL..... | | | | |
| | | | | EDGE MOOR..... | 1.4 | | | |
| | | | | SWITCH BOX No. 6..... | 2.9 | | | |
| X | X | X-★ | | BRIDGE..... | 3.6 | | | |
| | | | | The direction from Bell to Bridge is southward. | | | | |
| | | | | *Distance from Bellevue. | | | | |
| | | | | NEW CASTLE SECONDARY TRACK | * | | | |
| X | X | X-★ | | BRIDGE..... | | | | |
| | | | | HAZEL DELL (Rdg. Co.)..... | 0.9 | | | |
| | | | | PIGEON POINT CROSSING (Rdg. Co.)..... | 1.5 | | | |
| | | | | NEW CASTLE..... | 5.3 | | | |
| | | X-★ | | TASKER..... | 5.6 | | | |
| | | | | The direction from Bridge to Tasker is southward. | | | | |
| | | | | *Distance from Bridge. | | | | |
| | | | | D.M.&V. SECONDARY TRACK | * | | | |
| X | B | B-★ | | HARRINGTON..... | | | | |
| | | | X | HOUSTON—C-Harrington..... | 4.3 | | | |
| | | | X | MILFORD—C-Harrington..... | 8.3 | | | |
| | | | | LINCOLN CITY..... | 11.3 | | | |
| | | | | ELLENDAL..... | 15.7 | | | |
| | | | X | DALE—C-Harrington..... | 15.8 | | | |
| | | | | REDDEN..... | 20.2 | | | |
| | | | | GEORGETOWN..... | 23.9 | | | |
| | | | X | COURT—C-Harrington..... | 23.9 | | | |
| | | | | | ** | | | |
| | | | | GEORGETOWN..... | | | | |
| | | | X | COURT—C-Harrington..... | | | | |
| | | | | STOCKLEY..... | 4.5 | | | |
| | | | | MILLSBORO..... | 9.0 | | | |
| | | | X | MILL—C-Harrington..... | 9.0 | | | |
| | | | X | DAGS—C-Harrington..... | 12.6 | | | |
| | | | | DAGSBORO..... | 12.7 | | | |
| | | | | FRANKFORD..... | 14.9 | | | |
| | | | X | SELBY—C-Harrington..... | 18.5 | | | |
| | | | | SELBYVILLE..... | 18.6 | | | |
| | | | | DELAWARE-MARYLAND STATE LINE..... | 19.2 | | | |
| | | | | BISHOP..... | 21.1 | | | |
| | | | | SHOWELL..... | 23.1 | | | |
| | | | | BERLIN..... | 27.7 | | | |
| | | | X | IRON—C-Harrington..... | 30.5 | | | |
| | | | | QUEPONCO..... | 34.6 | | | |
| | | | X | SNOW—C-Harrington..... | 41.7 | | | |
| | | | | SNOW HILL..... | 41.8 | | | |
| | | | | The direction from Harrington to Snow Hill is southward. | | | | |
| | | | | *Distance from Harrington. | | | | |
| | | | | **Distance from Georgetown. | | | | |
| | | | | CRISFIELD SECONDARY TRACK | * | | | |
| | | | | KINGS CREEK..... | | | | |
| | | | X | LONDON—C-Cassatt..... | 0.5 | | | |
| | | | | WESTOVER..... | 2.9 | | | |
| | | | | KINGSTON..... | 6.6 | | | |
| | | | X | MARION—C-Cassatt..... | 10.1 | | | |
| | | | | CRISFIELD..... | 14.5 | | | |
| | | | X | FIELD—C-Cassatt..... | 15.0 | | | |
| | | | | The direction from Kings Creek to Field is southward. | | | | |
| | | | | *Distance from Kings Creek. | | | | |
| | | | | Note—Controlled by Delmar or Seaford when Cassatt is closed. | | | | |
| | | | | CHESTERTOWN SECONDARY TRACK | * | | | |
| | | | X | MASS—C-Clayton..... | | | | |
| | | | | MASSEY..... | | | | |
| | | | X | KENNEDYVILLE..... | 9.1 | | | |
| | | | | KEN—C-Clayton..... | 9.1 | | | |
| | | | | STILL POND..... | 11.5 | | | |
| | | | | LYNCH..... | 13.0 | | | |
| | | | | WORTON..... | 15.2 | | | |
| | | | | CHESTERTOWN..... | 20.2 | | | |
| | | | | The direction from Mass to Chestertown is southward. | | | | |
| | | | | *Distance from Massey. | | | | |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | | |
|--------------|----------------------|---------------|---------------------|--|----------------|---|---------------|------|--|
| | | | | | | East or North | West or South | Both | |
| | | | | CAMBRIDGE SECONDARY TRACK | * | | | | |
| X | B | B-★ | X | SEAFORD..... | | | | | |
| | | | | COKE—C-Seaford..... | 1.2 | | | | |
| | | | | OAK GROVE..... | 5.5 | | | | |
| | | | | DELAWARE-MARYLAND STATE LINE..... | 5.7 | | | | |
| | | | | FEDERALSBURG..... | 9.7 | | | | |
| | | | X | FED—C-Seaford..... | 9.8 | | | | |
| | | | | WILLIAMSBURG..... | 13.5 | | | | |
| | | | X | LOCK—C-Seaford..... | 15.5 | | | | |
| | | | | HURLOCK..... | 15.8 | | | | |
| | | | | EAST NEW MARKET..... | 19.9 | | | | |
| | | | | LINKWOOD..... | 24.3 | | | | |
| | | | X | TANK—C-Seaford..... | 31.5 | | | | |
| | | | | The direction from Seaford to Tank is southward. | | | | | |
| | | | | *Distance from Seaford. | | | | | |
| | | | | OXFORD SECONDARY TRACK | * | | | | |
| X | B | B-★ | | CLAYTON..... | | | | | |
| | | | | KENTON..... | 4.7 | | | | |
| | | | | HARTLY..... | 9.6 | | | | |
| | | | X | HART—C-Clayton..... | 9.6 | | | | |
| | | | | DELAWARE-MARYLAND STATE LINE..... | 13.7 | | | | |
| | | | | HENDERSON..... | 16.6 | | | | |
| | | | | GOLDSBORO..... | 19.6 | | | | |
| | | | | GREENSBORO..... | 23.8 | | | | |
| | | | X | PET—C-Clayton..... | 23.9 | | | | |
| | | | | RIDGELY..... | 28.1 | | | | |
| | | | | QUEEN ANNE..... | 32.4 | | | | |
| | | | X | ANNE—C-Clayton..... | 32.4 | | | | |
| | | | | CORDOVA..... | 36.1 | | | | |
| | | | | CHAPEL..... | 39.1 | | | | |
| | | | X | CROSS—C-Clayton..... | 44.1 | | | | |
| | | | | The direction from Clayton to Cross is southward. | | | | | |
| | | | | *Distance from Clayton. | | | | | |
| | | | | CENTREVILLE SECONDARY TRACK | * | | | | |
| | | | | TOWNSEND..... | | | | | |
| | | | X | MASS—C-Clayton..... | 9.2 | | | | |
| | | | | MASSEY..... | 9.2 | | | | |
| | | | | DELAWARE-MARYLAND STATE LINE..... | 12.7 | | | | |
| | | | | MILLINGTON..... | 12.8 | | | | |
| | | | | SUDLERSVILLE..... | 17.9 | | | | |
| | | | X | SUDS—C-Clayton..... | 18.0 | | | | |
| | | | | BARCLAY..... | 20.8 | | | | |
| | | | | PRICE..... | 26.8 | | | | |
| | | | | CENTREVILLE..... | 34.9 | | | | |
| | | | | The direction from Townsend to Centreville is southward. | | | | | |
| | | | | *Distance from Townsend. | | | | | |
| | | | | NEW HOLLAND SECONDARY TRACK | * | | | | |
| | | | | HONEY BROOK..... | 18.1 | | | | |
| | | | | NARVON..... | 21.9 | | | | |
| | | | | CEDAR LANE..... | 24.6 | | | | |
| | | | | EAST EARL..... | 25.1 | | | | |
| | | | | NEW HOLLAND..... | 28.1 | | | | |
| | | | | LEOLA..... | 33.4 | | | | |
| | | | | GREENFIELD..... | 38.0 | | | | |
| X | X | X-★ | | CORK..... | 41.0 | | | | |
| | | | | The direction from Honey Brook to Cork is westward. | | | | | |
| | | | | *Distance from Downs. | | | | | |

| Interlocking | Interlocking Station | Block Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|--|----------------|---|------|------|
| | | | | | East | West | Both |
| | | | ATGLEN AND SUSQUEHANNA BRANCH | * | | | |
| X | X | X-★ | PARK..... | | | | |
| | | | DIVISION POST (Phila. Div.)..... | 1.0 | | | |
| | | | Q..... | 10.8 | | | |
| | | | LG-14..... | 16.4 | | | |
| | | ♣ | SMITH..... | 22.2 | 86 | | |
| | | | LG-21..... | 23.3 | | | |
| X | | | PORT—R-Cola..... | 33.7 | | | |
| X | | | MANOR—R-Cola..... | 36.5 | | | 134 |
| X | X | X-★ | COLA..... | 38.4 | | | |
| | | | COLUMBIA..... | 38.4 | | 62 | |
| X | | | LAKE—R-Cola..... | 40.0 | | | 134 |
| X | | | SHOCKS—R-Cola..... | 45.4 | | | |
| | | | LG-54..... | 48.8 | | | |
| | | | WAGO JUNCTION..... | 50.6 | | | |
| | | | The direction from Park to Wago Jet. is westward. | | | | |
| | | | Smith is an Emergency Block Station in service only when opened by Train Order or General Order. | | | | |
| | | | ♣Applies on No. 1 and No. 2 tracks when in service. | | | | |
| | | | *Distance from Park. | | | | |
| | | | COLUMBIA BRANCH | * | | | |
| X | X | X-★ | CORK..... | 68.1 | | | |
| | | | MOUNTVILLE..... | 75.6 | | | |
| X | X | X-★ | COLA..... | 80.1 | | | |
| | | | COLUMBIA..... | 80.1 | | | |
| X | | | SHOCKS R-Cola } (A. & S. Branch)..... | 87.4 | | | 250 |
| | | | BILLMYER..... | 89.2 | | | |
| X | | | JEB—R-Cola..... | 89.8 | | | |
| X | | | ROY—R-State..... | 93.9 | | | |
| | | | ROY—R-State..... | 94.5 | | | |
| | | | MIDDLETOWN..... | 94.7 | | | 155 |
| | | | HIGHSPIRE..... | 98.9 | | | |
| | | | STEELTON..... | 99.5 | | | |
| X | X | X-★ | STATE..... | 104.6 | | | |
| | | | The direction from Cork to Cola and Shocks to State is westward. | | | | |
| | | | *Distance from Suburban Station. | | | | |
| | | | **Distance from Suburban Station via Main Line. | | | | |
| | | | YORK HAVEN LINE | * | | | |
| | | | WAGO JUNCTION..... | 66.7 | | | |
| | | | YORK HAVEN..... | 68.5 | | | |
| X | X | X-★ | CLY..... | 69.6 | | | 175 |
| | | | NEW CUMBERLAND..... | 81.2 | | | |
| X | X | X-★ | LEMO..... | 83.2 | | | |
| X | | | STELL—R-Day..... | 84.2 | | | |
| X | X | X-★ | DAY..... | 85.8 | | | |
| | | | The direction from Wago Junction to Day is westward. | | | | |
| | | | Radio locations other than Block Stations—Enola; East End yard office, Eastbound Hump, Westbound Hump, West End yard office. | | | | |
| | | | •In service for No. 1 and No. 2 tracks only. | | | | |
| | | | *Distance from Calvert Sta. Baltimore. | | | | |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|---------------------|--|----------------|---|-------|------|
| | | | | | | North | South | Both |
| | | | | CUMBERLAND VALLEY BRANCH | * | | | |
| | | | | WINCHESTER SECONDARY TRACK | | | | |
| | | | | HARRISBURG..... | | | | |
| X | X | X-★ | | STATE..... | | | | |
| X | X | X-★ | | LEMO..... | 1.5 | | | |
| | | | | LEMOYNE..... | 1.5 | | | |
| | | X | | CAMP—R-Lemo..... | 3.3 | | | |
| | | | | MECHANICSBURG..... | 8.2 | | | |
| | | | | DILLSBURG JUNCTION..... | 8.9 | | | |
| | | | | NEW KINGSTON..... | 11.8 | | | |
| | | | | MIDDLESEX..... | 14.5 | | | |
| | | | | WATTS..... | 17.1 | | | |
| | | | | CARLISLE..... | 18.3 | | | 34 |
| | | | | GREASON..... | 23.7 | | | |
| | | X | | SPRING—C-Pennroad..... | 29.1 | | | 130 |
| | | | | NEWVILLE..... | 30.0 | | | |
| | | | | SHIPPENSBURG..... | 40.6 | | | |
| X | X | X-★ | | PENNROAD..... | 41.6 | | | 196 |
| | | X | | WOOD—R-Pennroad..... | 50.3 | 272 | | |
| | | | | CHAMBERSBURG..... | 51.6 | | | |
| | | | | MARION..... | 58.2 | | | |
| | | | | SOUTH PENN JUNCTION..... | 59.1 | | | |
| | | | | GREEN CASTLE..... | 63.3 | | | 57 |
| | | | | PENNA.-MARYLAND STATE LINE..... | 68.2 | | | |
| | | | | MAUGANSVILLE..... | 70.5 | | | |
| X | X | X-★ | | TOWN—(W. M. Rwy. Crossing)..... | 73.7 | 171 | | |
| | | | | HAGERSTOWN..... | 74.2 | | | 55 |
| X | X | X-★ | | HAGER—(W. M. Rwy. Crossing)..... | 74.8 | | | |
| | | | | WILLIAMSPORT..... | 80.6 | | | |
| | | | | MD.-W. VA. STATE LINE..... | 82.3 | | | |
| | | X | | POT—C-Hager..... | 83.8 | | | 114 |
| | | | | CV-87..... | 86.7 | | | |
| | | X | | GARD—C-Hager..... | 89.8 | | | |
| | | | | BERKELEY..... | 89.9 | | | |
| | | | | MARTINSBURG..... | 93.0 | | | |
| | | | | TABLERS..... | 98.2 | | | |
| | | X | | INWOOD—C-Hager..... | 102.4 | | | |
| | | | | CLEAR BROOK..... | 109.2 | | | |
| | | | | WINCHESTER..... | 115.9 | | | |
| | | | | The direction from State to Winchester is southward. Train order offices other than block stations are open as follows: Yard—South end of Shomo Yard, Hagerstown. Radio locations other than Block Stations— Harrisburg: Stationmasters office, west end; Yard office, east end. *Distance from Harrisburg. | | | | |
| | | | | DILLSBURG SECONDARY TRACK | * | | | |
| | | | | DILLSBURG JUNCTION..... | | | | |
| | | | | TRINDLE SPRING..... | 9.5 | | | |
| | | | | WILLIAMS GROVE..... | 13.4 | | | |
| | | | | DILLSBURG..... | 16.4 | | | |
| | | | | The direction from Dillsburg Junction to Dillsburg is southward. *Distance from Harrisburg. | | | | |
| | | | | WAYNESBORO SECONDARY TRACK | * | | | |
| | | | | WOOD..... | | | | |
| | | | | EAST FAYETTEVILLE..... | 7.3 | | | |
| | | | | QUINCY..... | 14.9 | | | |
| | | | | WAYNESBORO..... | 18.4 | | | |
| | | | | The direction from Wood to Waynesboro is southward. *Distance from Wood. | | | | |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | *Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|-------------------------|---------------|------------------------|--|----------------|---|------------------|------|
| | | | | | | East or North | West or South | Both |
| | | | | MERCERSBURG SECONDARY TRACK | * | | | |
| | | | | SOUTH PENN JUNCTION..... | 59.1 | | | |
| | | | | WILLIAMSON..... | 65.1 | | | |
| | | | | LEHMASTERS..... | 69.0 | | | |
| | | | | MERCERSBURG..... | 72.7 | | | |
| | | | | The direction from South Penn Junction to Mercersburg is westward. *Distance from Harrisburg. | | | | |
| | | | | LEBANON SECONDARY TRACK | * | | | |
| | | | | CONEWAGO..... | | | | |
| | | | | BELLAIRE..... | 5.0 | | | |
| | | | | LAWN..... | 7.8 | | | |
| | | | | COLEBROOK..... | 9.8 | | | |
| | | | | SUMMIT..... | 14.0 | | | |
| | | | | CORNWALL..... | 16.1 | | | |
| | | | | LEBANON..... | 21.2 | | | |
| | | | | The direction from Conewago to Lebanon is eastward. *Distance from Conewago. | | | | |
| | | | | FREDERICK SECONDARY TRACK | * | | | |
| X | X | X-★ | | YORK..... | 13.1 | | | |
| | | | | WEST YORK..... | 14.8 | | | 63 |
| | | | X | PAL—C-York..... | 16.4 | | | |
| | | | | GRAYBILL..... | 18.1 | | | |
| | | | | BAIR..... | 20.1 | | | |
| | | | | SPRING GROVE..... | 23.2 | | | 45 |
| | | | X | SPRING—C-York..... | 24.0 | | | |
| | | | | HANOVER..... | 31.7 | | | 45 |
| | | | X | FISH—C-York..... | 32.1 | | | |
| | | | X | LITTLE—C-York..... | 38.7 | | | |
| | | | | LITTLESTOWN..... | 38.8 | | | 7 |
| | | | | PENNA.-MARYLAND..... | | | | |
| | | | | STATE LINE..... | 41.1 | | | |
| | | | | TANEYTOWN..... | 46.5 | | | 14 |
| | | | X | TANEY—C-York..... | 46.5 | | | |
| | | | | KEYMAR..... | 51.9 | | | |
| | | | | KEYMAR SIDING..... | 52.2 | | | 28 |
| | | | | JCT. UNION BRIDGE TRACK..... | 52.3 | | | |
| | | | | LEGORE..... | 57.3 | | | |
| | | | X | WOOD—C-York..... | 58.4 | | | |
| | | | | WOODSBORO..... | 58.4 | | | 12 |
| | | | | WALKERSVILLE..... | 62.8 | | | |
| | | | X | FRED—C-York..... | 68.0 | | | |
| | | | | FREDERICK..... | 68.8 | | | |
| | | | | The direction from York to Frederick is southward. *Distance from Columbia. | | | | |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|--------------------------|---|-------------------------------------|--|--------|
| | ● 235 | ● 561 | ± ● 3811 | 191 |
| | Daily | | Daily Ex. | Daily |
| | A. M. | A. M. | Sat. & Sun. | A. M. |
| NEW YORK..... | \$12.05 | | \$12.15 | E12.30 |
| HUDSON..... | 12.17 | | 12.27 | 12.42 |
| NEWARK..... | \$12.21 | | \$12.31 | E12.45 |
| SOUTH ST. (Newark)..... | | | | #12.55 |
| HUNTER..... | 12.24 | | 12.34 | 12.58 |
| NORTH ELIZABETH..... | | | \$12.37 | |
| ELIZABETH..... | | | \$12.42 | |
| SOUTH ELIZABETH..... | 12.28 | | 12.44 | 1.02 |
| LINDEN..... | | | \$12.48 | |
| NORTH RAHWAY..... | | | F12.60 | |
| RAHWAY..... | | | \$12.64 | |
| UNION..... | 12.32 | | 12.56 | 1.06 |
| AVENEL..... | | | | |
| EDGAR..... | P. A. & W. Br. | G.O. 2345 Page 32 Col. 1 | | |
| WOODBIDGE..... | | | MU | MU |
| GENASCO..... | | | | |
| WC..... | N. Y. & L. B. R. R. | | | |
| PERTH AMBOY..... | | | | |
| SOUTH AMBOY..... | | | | |
| COLONIA..... | | | F 1.00 | |
| ISELIN..... | | Will Run Sunday and May 30 | \$ 1.03 | |
| METUCHEN..... | 12.37 | | \$ 1.07 | 1.11 |
| EDISON..... | | July 4 | \$ 1.10 | |
| NEW BRUNSWICK..... | \$12.44 | | \$ 1.14 | |
| COUNTY..... | 12.47 | Sept. 4 | 1.17 | 1.17 |
| JERSEY AVENUE..... | | | | |
| ADAMS..... | | | | |
| DEANS..... | | | | |
| MONMOUTH JCT..... | 12.54 | | 1.26 | 1.24 |
| PRINCETON JCT..... | \$ 1.00 | | \$ 1.33 | 1.29 |
| TRENTON..... | \$ 1.10 | \$ 1.23 | \$ 1.44 | |
| MORRISVILLE..... | | | | 1.39 |
| LEVITTOWN-TULLYTOWN..... | | \$ 1.30 | | |
| GRUNDY..... | 1.19 | | | 1.48 |
| BRISTOL..... | | \$ 1.35 | | |
| CROYDON..... | | \$ 1.40 | | |
| EDDINGTON..... | | | Will Not Run May 30 July 4 Sept. 4 | |
| CORNWELLS HEIGHTS..... | | \$ 1.44 | | |
| ANDALUSIA..... | | | | |
| TORRESDALE..... | | \$ 1.49 | | |
| HOLMESBURG JCT..... | 1.29 | \$ 1.53 | | 1.58 |
| TACONY..... | | \$ 1.54 | | |
| WISSINOMING..... | | \$ 1.55 | | |
| BRIDESBURG..... | | \$ 1.56 | | |
| FRANKFORD..... | | | | |
| UTICA AVENUE..... | | | | |
| JERSEY..... | | | | |
| FRANKFORD JCT..... | | \$ 2.00 | | |
| SHORE..... | 1.34 | 2.01 | | 2.03 |
| NORTH PHILA..... | | | | E 2.07 |
| ZOO..... | D 1.39 | \$ 2.06 | | # 2.12 |
| | 1.44 | 2.11 | | 2.16 |
| PHILA.-30th ST..... | Lower Level Upper Level Lower Level | \$ 1.49 | | E 2.21 |
| | | \$ 2.15 | | # 2.45 |
| SUBURBAN STATION..... | | \$ 2.19 | | |
| | A. M. | A. M. | A. M. | A. M. |
| | 235 | 561 | 3811 | 191 |

| FIRST CLASS | | | | | | | |
|-------------|-----------|------------|-------------|---------|----------|---------|-----------|
| 1101 | | ●3813 | ±●3701 | NH199 | ◇177 | NH197 | NH179 |
| Daily | | | Daily Ex | Monday | Daily | Sunday | Daily Ex. |
| A. M. | | A. M. | Sat. & Sun. | Only | Ex. Sun. | Only | Sun & Mon |
| | | | A. M. | A. M. | A. M. | A. M. | A. M. |
| \$12.35 | | \$ 1.10 | \$ 1.20 | \$ 2.10 | \$ 2.55 | \$ 3.00 | \$ 3.85 |
| 12.47 | | 1.22 | 1.32 | | 3.23 | | |
| | | | | | 3.35 | | |
| \$12.50 | | \$ 1.26 | \$ 1.35 | | \$ 3.38 | | |
| 12.58 | | 1.29 | 1.38 | | # 3.42 | | |
| \$12.58 | | \$ 1.34 | \$ 1.43 | | 3.45 | | |
| 1.00 | | 1.36 | 1.45 | | 3.49 | | |
| | | \$ 1.40 | \$ 1.48 | | | | |
| \$ 1.06 | | \$ 1.44 | \$ 1.52 | | \$ 3.55 | | |
| 1.07 | | 1.46 | 1.53 | | 3.57 | | |
| \$ 1.10 | | | | | | | |
| \$ 1.13 | | MU | MU | | | | |
| 1.18 | | | | | | | |
| \$ 1.21 | | | | | | | |
| \$ 1.25 | | | | | | | |
| | | | | | | | |
| | G.O. 2318 | \$ 1.50 | \$ 1.57 | | | | |
| | Page 33 | \$ 1.54 | \$ 2.01 | | 4.02 | | |
| | Col. 2 | \$ 1.58 | \$ 2.05 | | | | |
| | | \$ 2.03 | \$ 2.09 | | | | |
| | | 2.06 | | | 4.08 | | |
| | | | \$ 2.13 | | | | |
| | | | | | | | |
| | | \$ 2.15 | | | 4.15 | | |
| | | \$ 2.22 | | | 4.20 | | |
| | | \$ 2.33 | | | \$ 4.28 | | |
| | | | | | # 4.31 | | |
| | | | | | | | |
| | | | | | 4.39 | | |
| | | | | | | | |
| | | Will Run | Will Not | | | | |
| | | Sat., Sun. | Run | | | | |
| | | and | May 30 | | | | |
| | | July 4 | July 4 | | | | |
| | | Sept. 4 | Sept. 4 | | | | |
| | | | | | | | |
| | | | | | 4.49 | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | 4.53 | | |
| | | | | | \$ 4.57 | | |
| | | | | | # 5.00 | | |
| | | | | | 5.05 | | |
| | | | | | \$ 5.09 | | |
| | | | | | # 5.19 | | |
| | | | | | | | |
| A. M. | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| 1101 | | 3813 | 3701 | NH199 | 177 | NH197 | NH179 |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|---------------------|--|--|--|----------------|
| | ±● 3815 | ±● 501 | ±● 1000 | NH185 |
| | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Monday Only |
| | A. M. | A. M. | A. M. | A. M. |
| NEW YORK | \$ 4.50 | | | \$ 5.05 |
| HUDSON | 5.02 | | | |
| NEWARK | \$ 5.05 | | | |
| SOUTH ST. (Newark) | | | | |
| HUNTER | 5.08 | | | |
| NORTH ELIZABETH | | | | |
| ELIZABETH | \$ 5.12 | | | |
| SOUTH ELIZABETH | 5.14 | | | |
| LINDEN | \$ 5.18 | | | |
| NORTH RAHWAY | | | | |
| RAHWAY | \$ 5.22 | | | |
| UNION | 5.24 | | | |
| AVENEL | | | | |
| EDGAR | P. A. & W. Br. | | | |
| WOODBIDGE | | MU | MU | |
| GENASCO | | | | |
| WC | N. Y. & L. B. R. R. | | | |
| PERTH AMBOY | | | | |
| SOUTH AMBOY | | | | |
| COLONIA | | | | |
| ISELIN | \$ 5.28 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | |
| METUCHEN | \$ 5.32 | | | |
| EDISON | | | | |
| NEW BRUNSWICK | \$ 5.40 | | | |
| COUNTY | 5.43 | | | |
| JERSEY AVENUE | | | | |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JCT. | 5.52 | | | |
| PRINCETON JCT. | \$ 5.59 | | | |
| TRENTON | \$ 6.10 | | | |
| MORRISVILLE | | \$ 6.15 | | |
| LEVITTOWN-TULLYTOWN | | \$ 6.22 | | |
| GRUNDY | | | | |
| BRISTOL | | \$ 6.26 | | |
| CROYDON | Will Not Run May 30 July 4 Sept. 4 | \$ 6.29 | | |
| EDDINGTON | | | | |
| CORNWELLS HEIGHTS | | \$ 6.32 | | |
| ANDALUSIA | | | | |
| TORRESDALE | | \$ 6.35 | | |
| HOLMESBURG JCT. | | \$ 6.39 | | |
| TACONY | | \$ 6.40 | | |
| WISSINOMING | | \$ 6.41 | | |
| BRIDESBURG | | \$ 6.42 | | |
| FRANKFORD | | \$ 6.44 | | |
| UTICA AVENUE | | | \$ 6.45 | |
| JERSEY | | | 6.54 | |
| FRANKFORD JCT. | | \$ 6.46 | \$ 7.01 | |
| SHORE | | 6.47 | 7.02 | |
| NORTH PHILA. | | \$ 6.51 | \$ 7.07 | |
| ZOO | | 6.55 | 7.12 | |
| PHILA.- 30th ST. | Lower Level Upper Level Lower Level | \$ 6.58 | \$ 7.17 | |
| SUBURBAN STATION | | \$ 7.02 | | |
| | A. M. | A. M. | A. M. | A. M. |
| | 3815 | 501 | 1000 | NH185 |

FIRST CLASS

| NH187 | •503 | •551 | •1050 | •505 | •1103 | •131 | •3703 |
|----------------|--|---------------|--------------------------------------|--|--|--|--|
| Daily Ex. Mon. | Daily Ex. Sat. & Sun. | Saturday Only | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| \$ 5.55 | | | | | \$ 6.17 | \$ 6.30 | \$ 6.33 |
| | | | | | 6.29 | 6.42 | 6.45 |
| | | | | | \$ 6.32 | \$ 6.45 | \$ 6.48 |
| | | | | | 6.35 | 6.48 | \$ 6.50 |
| | | | | | | | 6.51 |
| | | | | | \$ 6.40 | | \$ 6.54 |
| | | | | | 6.41 | 6.52 | \$ 6.57 |
| | | | | | | | 6.58 |
| | | | | | | | \$ 7.02 |
| | | | | | | | \$ 7.04 |
| | | | | | | | \$ 7.07 |
| | | | First Trip June 12 | | \$ 6.46 | | |
| | | | | | 6.48 | 6.56 | 7.09 |
| | | | | | \$ 6.51 | | |
| | MU | MU | Last Trip Sept. 11 | MU | \$ 6.54 | | MU |
| | | | | | 6.59 | | |
| | | | | | \$ 7.01 | | |
| | | | | | \$ 7.05 | | |
| | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | | \$ 7.13 |
| | | | | | | 7.02 | \$ 7.17 |
| | | | | | | \$ 7.08 | \$ 7.20 |
| | | | | | | 7.11 | \$ 7.25 |
| | | | | | | | \$ 7.30 |
| | | | | | | | G.O. 2327 Col. 8 Page 35 |
| | | | | | | 7.18 | |
| | | | | | | 7.23 | |
| | \$ 6.47 | \$ 7.00 | | \$ 7.02 | | \$ 7.32 | |
| | \$ 6.55 | \$ 7.07 | | \$ 7.09 | | | |
| | \$ 6.59 | \$ 7.11 | | \$ 7.15 | | 7.41 | |
| | \$ 7.02 | \$ 7.15 | | \$ 7.19 | | | |
| | \$ 7.05 | \$ 7.17 | | \$ 7.25 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22 |
| | \$ 7.09 | \$ 7.22 | | \$ 7.31 | | | |
| | \$ 7.13 | \$ 7.26 | | \$ 7.35 | | 7.51 | |
| | | \$ 7.28 | | \$ 7.37 | | | |
| | | \$ 7.30 | | \$ 7.39 | | | |
| | | \$ 7.32 | | \$ 7.41 | | | |
| | | \$ 7.34 | | \$ 7.43 | | | |
| | | | \$ 7.20 | | | | |
| | | | 7.29 | | | | |
| | | \$ 7.36 | \$ 7.36 | \$ 7.45 | | | |
| | 7.18 | 7.37 | 7.37 | 7.46 | | 7.56 | |
| | \$ 7.22 | \$ 7.42 | \$ 7.42 | \$ 7.54 | | \$ 8.00 | |
| | 7.26 | 7.47 | 7.47 | 7.57 | | 8.04 | |
| | \$ 7.29 | \$ 7.51 | \$ 7.52 | \$ 8.01 | | | |
| | \$ 7.33 | \$ 7.55 | | \$ 8.05 | | \$ 8.10 | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| NH187 | 503 | 551 | 1050 | 505 | 1103 | 131 | 3703 |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|---------------------|---------------------|-------------|-------------|-------------|
| | ☛ 507 | ☛ 1002 | ☛ 1052 | ☛ 509 |
| | Daily Ex. | Daily Ex. | Daily Ex. | Daily Ex. |
| | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. |
| | A. M. | A. M. | A. M. | A. M. |
| NEW YORK | | | | |
| HUDSON | | | | |
| NEWARK | | | | |
| SOUTH ST. (Newark) | | | | |
| HUNTER | | | | |
| NORTH ELIZABETH | | | | |
| ELIZABETH | | | | |
| SOUTH ELIZABETH | | | | |
| LINDEN | | | | |
| NORTH RAHWAY | | | | |
| RAHWAY | | | | |
| UNION | | | | |
| AVENEL | | | | |
| EDGAR | P. A. & | | | |
| WOODBIDGE | W. Br. | | | |
| GENASCO | | | | |
| WC | | | | |
| PERTH AMBOY | N. Y. & | | | |
| SOUTH AMBOY | L. B. | | | |
| | R. R. | | | |
| COLONIA | | | | |
| ISELIN | Will Not | | | Will Not |
| METUCHEN | Run | | | Run |
| EDISON | May 30 | | | May 30 |
| NEW BRUNSWICK | July 4 | | | July 4 |
| COUNTY | Sept. 4 | | | Sept. 4 |
| JERSEY AVENUE | | | | |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JCT. | | | | |
| PRINCETON JCT. | | | | |
| TRENTON | \$ 7.35 | | | \$ 7.45 |
| MORRISVILLE | | | | |
| LEVITTOWN-TULLYTOWN | \$ 7.42 | | | \$ 7.51 |
| GRUNDY | | | | |
| BRISTOL | \$ 7.46 | | | \$ 7.55 |
| CROYDON | \$ 7.49 | Will Not | Will Not | \$ 7.58 |
| EDDINGTON | | Run | Run | |
| CORNWELLS HEIGHTS | \$ 7.52 | May 30 | May 30 | \$ 8.01 |
| ANDALUSIA | | July 4 | July 4 | \$ 8.03 |
| TORRESDALE | \$ 7.56 | Sept. 4 | Sept. 4 | \$ 8.05 |
| HOLMESBURG JCT. | 7.59 | | | \$ 8.09 |
| TACONY | | | | \$ 8.11 |
| WISSINOMING | | | | \$ 8.13 |
| BRIDESBURG | | | | \$ 8.15 |
| FRANKFORD | | | | \$ 8.17 |
| UTICA AVENUE | | \$ 7.45 | \$ 7.63 | |
| JERSEY | | 7.55 | 8.03 | |
| FRANKFORD JCT. | | \$ 8.03 | \$ 8.11 | \$ 8.19 |
| SHORE | 8.04 | 8.04 | 8.12 | 8.20 |
| NORTH PHILA. | 8.08 | \$ 8.10 | \$ 8.17 | \$ 8.24 |
| ZOO | 8.12 | 8.15 | 8.22 | 8.28 |
| PHILA.- | | \$ 8.20 | \$ 8.27 | |
| 30th ST. | Lower Level \$ 8.15 | | | \$ 8.31 |
| | Upper Level | | | |
| | Lower Level | | | |
| SUBURBAN STATION | \$ 8.19 | | | \$ 8.35 |
| | A. M. | A. M. | A. M. | A. M. |
| | 507 | 1002 | 1052 | 509 |

FIRST CLASS

| #● 3817 Daily Ex. Sun. A. M. | #◇ 201 Daily Ex. Sun. A. M. | ● 4241 A. M. | #● 1004 Daily Ex. Sun. A. M. | #● 511 Daily Ex. Sun. A. M. | #● 3607 Daily Ex. Sat. & Sun. A. M. | 25 Daily A. M. | #● 3705 Daily Ex. Sat. & Sun. A. M. |
|--|--|--|--|--|--|--------------------------------|--|
| \$ 6.55 | \$ 7.00 | \$ 7.05 | | | \$ 7.22 | \$ 7.35 | \$ 7.39 |
| 7.06 | 7.12 | 7.17 | | | 7.34 | 7.47 | 7.51 |
| \$ 7.09 | \$ 7.15 | \$ 7.20 | | | \$ 7.37 | # 7.53 | \$ 7.54 |
| 7.12 | 7.18 | 7.23 | | | \$ 7.39 | 7.40 | 7.57 |
| \$ 7.17 | 7.22 | \$ 7.28 | | | \$ 7.43 | 7.49 | \$ 8.02 |
| 7.18 | | 7.30 | | | \$ 7.47 | 8.00 | 8.03 |
| \$ 7.22 | | \$ 7.34 | | | \$ 7.53 | | |
| \$ 7.26 | | \$ 7.38 | | | \$ 7.56 | | \$ 8.10 |
| 7.27 | 7.26 | 7.39 | | | \$ 7.59 | | |
| | | | | | 8.00 | 8.04 | 8.11 |
| | | | | | \$ 8.03 | | |
| MU | | MU | | MU | \$ 8.06 | | MU |
| | | | | | 8.11 | | |
| | | | | | \$ 8.14 | | |
| | | | | | \$ 8.18 | | |
| G 7.30 | | \$ 7.43 | | Will Not Run May 30 July 4 Sept. 4 | | | F 8.14 |
| \$ 7.33 | 7.31 | \$ 7.47 | | | MU | 8.09 | \$ 8.17 |
| \$ 7.39 | | \$ 7.51 | | | | | \$ 8.21 |
| 7.42 | 7.37 | \$ 7.55 | | | | 8.14 | \$ 8.25 |
| | | \$ 7.59 | | | | | \$ 8.29 |
| | | | | | | | \$ 8.33 |
| \$ 7.49 | 7.45 | | | | | G.O. 2327 Col. 7 Page 37 | G.O. 2327 Col. 8 Page 37 |
| \$ 7.55 | \$ 7.51 | | | | | \$ 8.35 | |
| \$ 8.04 | | | | | \$ 8.06 | # 8.39 | |
| | | | | | \$ 8.12 | | |
| | 8.10 | | | | | 8.47 | |
| Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | \$ 8.16 \$ 8.19 | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22 |
| | 8.20 | | | \$ 8.23 | | | |
| | | | | \$ 8.27 | | | |
| | | | | \$ 8.31 | | 8.57 | |
| | | | | G 8.32 | | | |
| | | | | | | | |
| | | | | \$ 8.15 | | | |
| | | | | 8.24 | | | |
| | | | | D 8.31 | | | |
| | 8.25 | | | 8.32 | 8.36 | 9.02 | |
| | | | | | | \$ 9.06 | |
| | D 8.29 | | | \$ 8.37 | \$ 8.41 | # 9.14 | |
| | 8.34 | | | 8.42 | 8.44 | 9.19 | |
| | \$ 8.39 | | | \$ 8.47 | | | |
| | | | | \$ 8.47 | | | |
| | | | | \$ 8.51 | | | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| 3817 | 201 | 4241 | 1004 | 511 | 3607 | 25 | 3705 |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|---------------------|----------------------------|--|----------------|--|
| | ● 3821 Saturday Only | ± 3903 Daily Ex. Sat. & Sun. | ● 111 Daily | ± 3819 Daily Ex. Sat. & Sun. |
| | A. M. | A. M. | A. M. | A. M. |
| NEW YORK | \$ 7.51 | \$ 7.52 | \$ 8.00 | \$ 8.03 |
| HUDSON | 8.03 | 8.04 | 8.12 | 8.15 |
| NEWARK | \$ 8.06 | \$ 8.07 | \$ 8.16 | \$ 8.18 |
| SOUTH ST. (Newark) | \$ 8.08 | \$ 8.09 | | |
| HUNTER | 8.09 | 8.10 | 8.19 | 8.21 |
| NORTH ELIZABETH | \$ 8.12 | \$ 8.13 | | |
| ELIZABETH | \$ 8.16 | \$ 8.16 | | |
| SOUTH ELIZABETH | 8.18 | 8.17 | 8.23 | 8.26 |
| LINDEN | \$ 8.22 | \$ 8.21 | | |
| NORTH RAHWAY | \$ 8.25 | \$ 8.23 | | |
| RAHWAY | \$ 8.28 | \$ 8.26 | | \$ 8.32 |
| UNION | 8.30 | 8.27 | 8.27 | 8.33 |
| AVENEL | | | | |
| EDGAR | P. A. & W. Br. | | | |
| WOODBIDGE | | | | |
| GENASCO | MU | MU | MU | |
| WC | N. Y. & L. B. R. R. | | | |
| PERTH AMBOY | | | | |
| SOUTH AMBOY | | | | |
| COLONIA | | | | |
| ISELIN | \$ 8.35 | | | \$ 8.37 |
| METUCHEN | \$ 8.39 | | 8.32 | \$ 8.41 |
| EDISON | | | | |
| NEW BRUNSWICK | \$ 8.46 | | R 8.36 | \$ 8.48 |
| COUNTY | 8.49 | | 8.38 | 8.51 |
| JERSEY AVENUE | | | | |
| ADAMS | | | | F 8.55 |
| DEANS | | | | |
| MONMOUTH JCT. | 8.57 | | 8.45 | 9.02 |
| PRINCETON JCT. | \$ 9.05 | | 8.50 | \$ 9.08 |
| TRENTON | \$ 9.16 | | \$ 8.59 | \$ 9.19 |
| MORRISVILLE | | | | |
| LEVITTOWN-TULLYTOWN | | | | |
| GRUNDY | | | 9.07 | |
| BRISTOL | | | | |
| CROYDON | | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 |
| EDDINGTON | | | | |
| CORNWELLS HEIGHTS | | | | |
| ANDALUSIA | | | | |
| TORRESDALE | | | | |
| HOLMESBURG JCT. | | | 9.17 | |
| TACONY | | | | |
| WISSINOMING | | | | |
| BRIDESBURG | | | | |
| FRANKFORD | | | | |
| UTICA AVENUE | | | | |
| JERSEY | | | | |
| FRANKFORD JCT. | | | | |
| SHORE | | | 9.22 | |
| NORTH PHILA. | | | \$ 9.26 | |
| ZOO | | | 9.30 | |
| PHILA.- 30th ST. | Lower Level | | \$ 9.35 | |
| | Upper Level | | | |
| | Lower Level | | # 9.39 | |
| SUBURBAN STATION | | | | |
| | A. M. | A. M. | A. M. | A. M. |
| | 3821 | 3903 | 111 | 3819 |

| FIRST CLASS | | | | | | | |
|-------------------------------------|-------------------------|--|--|--|---|--|--|
| ● 3611 Saturday Only A. M. | NH169 Daily A. M. | ● 4243 A. M. | C. N. J. ● 5381 A. M. | ± ● 3707 Daily Ex. Sat. & Sun. A. M. | ± ● 513 Daily Ex. Sat. & Sun. A. M. | ± ◇ 207 Daily Ex. Sun. A. M. | ● 553 Saturday Only A. M. |
| | \$ 8.10 | \$ 8.15 | C.N.J. Yd. Harrison 8.20 | \$ 8.23 | | \$ 8.30 | |
| | | 8.27 | 8.20 | 8.35 | | 8.42 | |
| | | \$ 8.30 | \$ 8.35 | \$ 8.38 | | \$ 8.46 | |
| | | 8.33 | 8.38 | \$ 8.41 | | 8.49 | |
| | | \$ 8.38 | | \$ 8.45 | | \$ 8.53 | |
| | | 8.39 | 8.44 | \$ 8.48 | | 8.55 | |
| | | \$ 8.43 | | \$ 8.54 | | | |
| \$ 8.32 | | \$ 8.47 | | \$ 8.58 | | | |
| 8.33 | | 8.48 | 8.52 | 9.01 | | 9.00 | |
| \$ 8.38 | | | | | | | |
| \$ 8.39 | | MU | | MU | MU | | MU |
| 8.44 | | | 8.58 | | | | |
| \$ 8.46 | | | \$ 9.01 | | | | |
| \$ 8.50 | | | \$ 9.05 | | | | |
| | | \$ 8.52 | | | Will Not Run May 30 July 4 Sept. 4 | 9.05 | |
| MU | | \$ 8.56 | | \$ 9.09 | | \$ 9.10 | |
| | | \$ 9.00 | | \$ 9.16 | | 9.13 | |
| | | \$ 9.04 | | \$ 9.20 | | | |
| | | \$ 9.08 | | | | | |
| | | | | | | 9.20 | |
| | | | | | | 9.25 | |
| | | | | | \$ 9.20 | \$ 9.35 | \$ 9.40 |
| | | | | | \$ 9.25 | | \$ 9.45 |
| | | | | | | 9.44 | |
| | | Will Run Sunday and May 30 July 4 Sept. 4 | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | \$ 9.29 \$ 9.32 | Will Not Run May 30 July 4 Sept. 4 | \$ 9.49 \$ 9.52 |
| | | | | | \$ 9.35 \$ 9.37 \$ 9.40 | | \$ 9.55 \$ 9.57 \$ 9.59 |
| | | | | | \$ 9.44 \$ 9.45 \$ 9.46 \$ 9.48 \$ 9.50 | 9.54 | \$10.03 \$10.04 \$10.05 \$10.07 |
| | | | | | | | |
| | | | | | \$ 9.51 9.52 | 9.59 | \$10.10 10.11 |
| | | | | | \$ 9.56 10.00 | \$10.04 10.09 | \$10.15 10.18 |
| | | | | | \$10.03 | \$10.14 | \$10.21 |
| | | | | | \$10.07 | | \$10.25 |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| 3611 | NH169 | 4243 | 5381 C. N. J. | 3707 | 513 | 207 | 553 |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | | |
|---------------------|---|--|--|--|--|
| | C. N. J. | ±● 3823 | ±● 3907 | ±● 5305 | ±● 515 |
| | ● 5353 Saturday Only | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| NEW YORK | C. N. J. Yd. Harrison | \$ 8.40 | \$ 9.05 | C. N. J. Yd. Harrison | |
| HUDSON | 8.36 | 8.52 | 9.17 | 9.10 | |
| NEWARK | \$ 8.51 | \$ 8.55 | \$ 9.20 | \$ 9.25 | |
| SOUTH ST. (Newark) | | | | | |
| HUNTER | 8.54 | 8.58 | 9.23 | 9.28 | |
| NORTH ELIZABETH | | | | | |
| ELIZABETH | \$ 9.02 | \$ 9.04 | \$ 9.28 | | |
| SOUTH ELIZABETH | 9.00 | 9.04 | 9.29 | 9.34 | |
| LINDEN | | \$ 9.08 | \$ 9.33 | | |
| NORTH RAHWAY | | \$ 9.12 | \$ 9.37 | | |
| RAHWAY | | | 9.38 | | |
| UNION | 9.07 | 9.13 | | 9.40 | |
| AVENEL | | | | | |
| EDGAR | P. A. & | | | | |
| WOODBIDGE | W. Br. | MU | MU | | MU |
| GENASCO | | | | | |
| WC | N. Y. & | 9.14 | | 9.47 | |
| PERTH AMBOY | L. B. | \$ 9.17 | | \$ 9.50 | |
| SOUTH AMBOY | R. R. | \$ 9.21 | | \$ 9.54 | |
| COLONIA | | | | | |
| ISELIN | | \$ 9.17 | | | Will Not Run May 30 July 4 Sept. 4 |
| METUCHEN | | \$ 9.22 | | | |
| EDISON | | | | | |
| NEW BRUNSWICK | | \$ 9.29 | | | |
| COUNTY | | 9.32 | | | |
| JERSEY AVENUE | | | | | |
| ADAMS | | | | | |
| DEANS | | | | | |
| MONMOUTH JCT. | | 9.40 | | | |
| PRINCETON JCT. | | \$ 9.46 | | | |
| TRENTON | | \$ 9.57 | | | \$10.10 |
| MORRISVILLE | | | | | |
| LEVITTOWN-TULLYTOWN | | | | | \$10.15 |
| GRUNDY | | | | | |
| BRISTOL | | | | | \$10.19 |
| CROYDON | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | \$10.22 |
| EDDINGTON | | | | | |
| CORNWELLS HEIGHTS | | | | | \$10.25 |
| ANDALUSIA | | | | | |
| TORRESDALE | | | | | \$10.28 |
| HOLMESBURG JCT. | | | | | \$10.32 |
| TACONY | | | | | \$10.33 |
| WISSINOMING | | | | | \$10.34 |
| BRIDESBURG | | | | | \$10.35 |
| FRANKFORD | | | | | |
| UTICA AVENUE | | | | | |
| JERSEY | | | | | |
| FRANKFORD JCT. | | | | | \$10.39 |
| SHORE | | | | | 10.40 |
| NORTH PHILA. | | | | | \$10.45 |
| ZOO | | | | | 10.48 |
| PHILA.- 30th ST. | Lower Level Upper Level Lower Level | | | | \$10.51 |
| SUBURBAN STATION | | | | | \$10.55 |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | 5353 | 3823 | 3907 | 5305 | 515 |
| | C. N. J. | | | C. N. J. | |

| FIRST CLASS | | | | | | | |
|--|-----------------------|--|--|-----------------------|--|-----------------------------------|--|
| #3709 Daily Ex. Sun. A. M. | 115 Daily A. M. | 4203 A. M. | #3911 Daily Ex. Sat. & Sun. A. M. | 517 Daily A. M. | #3711 Daily Ex. Sat. & Sun. A. M. | 1155 Saturday Only A. M. | 1183 A. M. |
| \$ 9.25 | \$ 9.30 | \$ 9.45 | \$ 9.50 | | \$10.15 | \$10.25 | \$10.25 |
| 9.37 | 9.42 | 9.57 | 10.02 | | 10.27 | 10.37 | 10.37 |
| \$ 9.40 | \$ 9.46 | \$10.00 | \$10.05 | | \$10.30 | \$10.40 | \$10.40 |
| 9.43 | 9.49 | 10.03 | 10.08 | | 10.33 | 10.43 | 10.43 |
| \$ 9.48 | | \$10.08 | \$10.13 | | \$10.38 | \$10.48 | \$10.48 |
| 9.49 | 9.53 | 10.10 | 10.15 | | 10.39 | 10.50 | 10.50 |
| \$ 9.53 | | \$10.14 | \$10.18 | | \$10.43 | | |
| \$ 9.57 | | \$10.18 | \$10.22 | | \$10.47 | \$10.56 | \$10.56 |
| 9.59 | 9.57 | 10.20 | 10.24 | | 10.48 | 10.58 | 10.58 |
| MU | | MU | MU | MU | MU | \$11.03 | \$11.03 |
| | | | | | | 11.08 | 11.08 |
| | | | | | | \$11.10 | \$11.10 |
| | | | | | | \$11.14 | \$11.14 |
| \$10.04 | | \$10.22 | | | | | |
| \$10.08 | 10.02 | \$10.24 | | | \$10.56 | | |
| \$10.12 | | \$10.28 | | | \$11.00 | | |
| \$10.16 | | \$10.37 | | | \$11.05 | | |
| | 10.08 | 10.40 | | | \$11.09 | | |
| \$10.20 | | | | | | | |
| | | 10.49 | | | | | |
| | | \$10.54 | | | | | |
| | | \$11.05 | | | | | |
| | \$10.29 | | | \$11.10 | | | |
| | | | | \$11.15 | | | |
| | 10.37 | | | \$11.19 | | | |
| Will Not Run May 30 July 4 Sept. 4 | | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | \$11.22 | Will Not Run May 30 July 4 Sept. 4 | | Will Run Sunday and May 30 July 4 Sept. 4 |
| | | | | \$11.25 | | | |
| | | | | \$11.28 | | | |
| | 10.47 | | | \$11.32 | | | |
| | | | | \$11.33 | | | |
| | | | | \$11.34 | | | |
| | | | | \$11.35 | | | |
| | | | | WW11.37 | | | |
| | | | | | | | |
| | | | | \$11.39 | | | |
| | 10.52 | | | 11.40 | | | |
| | \$10.56 | | | \$11.45 | | | |
| | 11.00 | | | 11.48 | | | |
| | \$11.05 | | | \$11.51 | | | |
| | #11.09 | | | \$11.55 | | | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| 3709 | 115 | 4203 | 3911 | 517 | 3711 | 1155 | 1183 |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | | |
|-----------------------|---|--------------------------|---------|------------------|-----------|
| | #● 3915 | #3713 | ● 121 | ● 3783 | ● 127 |
| | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily | Saturday Only | Daily |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| NEW YORK..... | \$10.50 | \$10.55 | \$11.00 | \$11.05 | P10.30 |
| HUDSON..... | 11.02 | 11.07 | 11.12 | 11.17 | 10.42 |
| NEWARK..... | \$11.05 | \$11.10 #11.15 | \$11.16 | \$11.20 | P10.46 |
| SOUTH ST. (Newark) | | | | | |
| HUNTER..... | 11.08 | 11.18 | 11.19 | 11.23 | 10.50 |
| NORTH ELIZABETH | | | | | |
| ELIZABETH..... | \$11.13 | \$11.23 | | \$11.28 | |
| SOUTH ELIZABETH | 11.14 | 11.24 | 11.23 | 11.29 | 10.54 |
| LINDEN..... | \$11.18 | \$11.28 | | \$11.33 | |
| NORTH RAHWAY..... | \$11.20 | | | | |
| RAHWAY..... | \$11.22 | \$11.33 | | \$11.37 | |
| UNION..... | 11.23 | | | | |
| AVENEL..... | | 11.35 | 11.27 | 11.38 | 10.59 |
| EDGAR..... | P. A. & W. Br. | | | | G.O. 2336 |
| WOODBIDGE..... | | MU | MU | MU | Col. 5 |
| GENASCO..... | | | | | Page 42 |
| W.C..... | N. Y. & L. B. R. R. | | | | |
| PERTH AMBOY..... | | | | | |
| SOUTH AMBOY..... | | | | | |
| COLONIA..... | | | | | |
| ISELIN..... | | \$11.40 | | \$11.42 | |
| METUCHEN..... | | \$11.45 | 11.32 | \$11.46 | 11.04 |
| EDISON..... | | | | | |
| NEW BRUNSWICK | | \$12.00 | | \$11.53 | |
| COUNTY..... | | | 11.38 | | 11.09 |
| JERSEY AVENUE..... | | \$12.04 | | \$11.57 | |
| ADAMS..... | | | | | |
| DEANS..... | | | | | |
| MONMOUTH JCT..... | | | 11.45 | | 11.15 |
| PRINCETON JCT..... | | | 11.50 | | 11.20 |
| TRENTON..... | | | \$12.00 | | P11.30 |
| MORRISVILLE..... | | | | | |
| LEVITTOWN-TULLYTOWN | | | | | |
| GRUNDY..... | | | 12.08 | | 11.39 |
| BRISTOL..... | | | | | |
| CROYDON..... | Will Not Run | Will Not Run | | | |
| EDDINGTON..... | May 30 | May 30 | | | |
| CORNWELLS HEIGHTS | July 4 | July 4 | | | |
| ANDALUSIA..... | Sept. 4 | Sept. 4 | | | |
| TORRESDALE..... | | | | | |
| HOLMESBURG JCT..... | | | 12.18 | | 11.49 |
| TACONY..... | | | | | |
| WISSINOMING..... | | | | | |
| BRIDESBURG..... | | | | | |
| FRANKFORD..... | | | | | |
| UTICA AVENUE..... | | | | | |
| JERSEY..... | | | | | |
| FRANKFORD JCT..... | | | | | |
| SHORE..... | | | 12.23 | | 11.54 |
| NORTH PHILA..... | | | \$12.27 | | P11.59 |
| ZOO..... | | | 12.31 | | 12.04 |
| PHILA.- | { Lower Level Upper Level Lower Level | | \$12.36 | | |
| 30th ST..... | | | #12.38 | | P12.09 |
| SUBURBAN STATION..... | | | | | |
| | A. M. | P. M. | P. M. | A. M. | P. M. |
| | 3915 | 3713 | 121 | 3783 | 127 |

| FIRST CLASS | | | | | | | |
|-------------------------------------|--|--|--|------------------------------------|--|--|-------------------------------------|
| ● 519 Daily Ex. Sat. P. M. | ✱● 3717 Daily Ex. Sat. & Sun. A. M. | ✱● 3917 Daily Ex. Sat. & Sun. A. M. | ● 4247 A. M. | ● 555 Saturday Only P. M. | 211 Daily A. M. | ✱● 3719 Daily Ex. Sat. & Sun. A. M. | ● 3825 Saturday Only A. M. |
| | \$11.25 | \$11.40 | \$11.40 | | \$11.45 | \$11.55 | \$11.55 |
| | 11.37 | 11.52 | 11.52 | | 11.57 | 12.07 | 12.07 |
| | | | | | \$12.00 | | |
| | \$11.40 | \$11.55 | \$11.55 | | #12.03 | \$12.10 | \$12.10 |
| | 11.43 | 11.58 | 11.58 | | 12.06 | 12.13 | 12.13 |
| | | | \$12.01 | | | | |
| | \$11.48 | \$12.03 | \$12.04 | | | \$12.18 | \$12.18 |
| | 11.49 | 12.04 | 12.05 | | 12.10 | 12.19 | 12.19 |
| | \$11.53 | \$12.08 | \$12.09 | | | \$12.23 | \$12.23 |
| | \$11.57 | \$12.12 | \$12.13 | | | \$12.27 | \$12.28 |
| | 11.58 | 12.13 | 12.15 | | 12.14 | 12.28 | 12.29 |
| MU | MU | MU | MU | MU | No Baggage Service Sunday and May 30 July 4 Sept. 4 | MU | MU |
| | | | | | | | \$12.32 |
| | \$12.02 | | \$12.20 | | | \$12.32 | \$12.35 |
| | \$12.06 | | \$12.24 | | 12.19 | \$12.36 | \$12.39 |
| | \$12.13 | | \$12.31 | | \$12.25 | \$12.43 | \$12.43 |
| | | | | | 12.28 | | \$12.47 |
| | \$12.17 | | \$12.35 | | | \$12.47 | 12.50 |
| | | | | | | | |
| | | | | | 12.35 | | \$12.59 |
| | | | | | \$12.42 | | \$ 1.06 |
| \$12.10 | | | | \$12.40 | \$12.52 | | \$ 1.17 |
| | | | | #12.57 | | | |
| \$12.15 | | | | \$12.45 | | | |
| | | | | | 1.08 | | |
| \$12.19 | | | | \$12.49 | | | |
| \$12.22 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Run Sunday and May 30 July 4 Sept. 4 | \$12.52 | | Will Not Run May 30 July 4 Sept. 4 | |
| \$12.25 | | | | \$12.55 | | | |
| \$12.28 | | | | \$12.58 | | | |
| \$12.32 | | | | \$ 1.02 | 1.18 | | |
| \$12.33 | | | | \$ 1.03 | | | |
| \$12.34 | | | | \$ 1.04 | | | |
| \$12.35 | | | | \$ 1.05 | | | |
| \$12.37 | | | | | | | |
| | | | | | | | |
| \$12.39 | | | | \$ 1.09 | | | |
| 12.40 | | | | 1.10 | 1.23 | | |
| \$12.45 | | | | \$ 1.15 | \$ 1.27 | | |
| 12.48 | | | | 1.18 | 1.32 | | |
| \$12.51 | | | | \$ 1.21 | \$ 1.37 | | |
| \$12.55 | | | | \$ 1.25 | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 519 | 3717 | 3917 | 4247 | 555 | 211 | 3719 | 3825 |

| STATIONS | FIRST CLASS | | | | |
|---------------------|---|--|--|--|--------------------------------|
| | C. N. J. | NH181 | 3919 | 3721 | 107 |
| | ● 5357 Saturday Only | ± Daily Ex. Sun. | ± Daily Ex. Sat. & Sun. | ± Daily Ex. Sat. & Sun. | Daily |
| | P. M. | NOON | P. M. | P. M. | P. M. |
| NEW YORK | C. N. J. Yd. Harrison 12.01 | \$12.00 | \$12.15 | \$12.25 | P12.20 |
| HUDSON | | | 12.27 | 12.37 | 12.32 |
| NEWARK | \$12.15 | | \$12.30 | \$12.40 | P12.36 |
| SOUTH ST. (Newark) | | | | | |
| HUNTER | 12.18 | | 12.33 | 12.43 | 12.40 |
| NORTH ELIZABETH | | | | | |
| ELIZABETH | | | \$12.37 | \$12.47 | |
| SOUTH ELIZABETH | 12.24 | | 12.39 | 12.49 | 12.44 |
| LINDEN | | | \$12.43 | \$12.53 | |
| NORTH RAHWAY | | | | | |
| RAHWAY | | | \$12.47 | \$12.57 | |
| UNION | 12.30 | | 12.48 | 12.59 | 12.49 |
| AVENEL | | | | | |
| EDGAR | P. A. & W. Br. | | MU | MU | G.O. 2336 Col. 5 Page 44 |
| WOODBIDGE | | | | | |
| GENASCO | | | | | |
| WO | N. Y. & L. B. | 12.38 | | | |
| PERTH AMBOY | R. R. | \$12.41 | | | |
| SOUTH AMBOY | | \$12.45 | | | |
| COLONIA | | | | | |
| ISELIN | | | | | |
| METUCHEN | | | | \$ 1.06 | 12.54 |
| EDISON | | | | | |
| NEW BRUNSWICK | | | | \$ 1.13 | 1.00 |
| COUNTY | | | | | |
| JERSEY AVENUE | | | | \$ 1.17 | |
| ADAMS | | | | | |
| DEANS | | | | | |
| MONMOUTH JCT. | | | | | 1.06 |
| PRINCETON JCT. | | | | | 1.11 |
| TRENTON | | | | | P 1.22 |
| MORRISVILLE | | | | | |
| LEVITTOWN-TULLYTOWN | | | | | |
| GRUNDY | | | | | 1.31 |
| BRISTOL | | | | | |
| CROYDON | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | |
| EDDINGTON | | | | | |
| CORNWELLS HEIGHTS | | | | | |
| ANDALUSIA | | | | | |
| TORRESDALE | | | | | |
| HOLMESBURG JCT. | | | | | 1.41 |
| TACONY | | | | | |
| WISSINOMING | | | | | |
| BRIDESBURG | | | | | |
| FRANKFORD | | | | | |
| UTICA AVENUE | | | | | |
| JERSEY | | | | | |
| FRANKFORD JCT. | | | | | |
| SHORE | | | | | 1.46 |
| NORTH PHILA. | | | | | P 1.51 |
| ZOO | | | | | 1.56 |
| PHILA.- 30th ST. | Lower Level Upper Level Lower Level | | | | P 2.01 |
| SUBURBAN STATION | | | | | |
| | P. M. | NOON | P. M. | P. M. | P. M. |
| | 5357 | NH181 | 3919 | 3721 | 107 |
| | C. N. J. | | | | |

FIRST CLASS

| 1107 Daily Ex. Sat. & Sun. P. M. | ● 21 Monday Only A. M. | ◇ 171 Daily P. M. | ✱ 3921 Daily Ex. Sat. & Sun. P. M. | ✱ 521 Daily Ex. Sat. & Sun. P. M. | ✱ 3827 Daily Ex. Sun. P. M. | ● 4249 P. M. | ● 1185 P. M. |
|---|---|------------------------------------|--|---|--|--|--|
| \$12.30 | 11.20 | \$12.25 12.45 | \$12.50 | | \$ 1.05 | \$ 1.10 | \$ 1.25 |
| 12.42 | 11.32 | 12.57 | 1.02 | | 1.17 | 1.22 | 1.37 |
| \$12.45 #12.48 | 11.36 | \$ 1.01 | \$ 1.05 | | \$ 1.20 | \$ 1.25 | \$ 1.40 |
| 12.51 | Leave Sunnyside Yard, 11.00 A.M. | 1.04 | 1.08 | | 1.23 | 1.28 | 1.43 |
| \$12.56 12.57 | | 1.08 | \$ 1.13 1.14 \$ 1.18 | | \$ 1.28 1.29 \$ 1.33 | \$ 1.33 1.34 \$ 1.38 | \$ 1.48 1.50 |
| G.L.O. | | | \$ 1.22 1.23 | | \$ 1.37 | \$ 1.42 | \$ 1.56 |
| 1.03 | 11.51 | 1.13 | | | 1.38 | 1.43 | 1.57 |
| \$ 1.08 | G.O. 2345 Page 45 Col. 2 | | MU | MU | MU | MU | \$ 2.02 |
| 1.13 | | | | | | | 2.07 |
| \$ 1.18 | | | | | | | \$ 2.10 |
| \$ 1.20 | | | | | | | \$ 2.14 |
| will not run | | 1.19 | | Will Not Run May 30 July 4 Sept. 4 | \$ 1.42 \$ 1.46 | \$ 1.47 \$ 1.51 | |
| will not run | | 12.04 | 1.25 | | \$ 1.53 1.56 | \$ 1.58 | |
| | | | | | | \$ 2.02 | |
| G.O. 2319 Page 45 Col. 1 | | 1.32 1.37 | | | 2.05 \$ 2.11 | | |
| will not run | | 12.28 | \$ 1.46 | \$ 2.00 | \$ 2.22 | | |
| will not run | | | | \$ 2.05 | | | |
| will not run | | 1.54 | | \$ 2.09 \$ 2.12 | | | |
| will not run | | Open Baggage Car 30th St. | Will Not Run May 30 July 4 Sept. 4 | \$ 2.15 \$ 2.18 | Will Not Run May 30 July 4 Sept. 4 | Will Run Sunday and May 30 July 4 Sept. 4 | Will Run Sunday and May 30 July 4 Sept. 4 |
| | | 12.50 | 2.04 | \$ 2.22 \$ 2.23 \$ 2.24 \$ 2.25 \$ 2.27 | | | |
| | | | | \$ 2.29 2.30 | | | |
| | | 12.55 | 2.09 | | | | |
| | | 1.00 | \$ 2.13 | \$ 2.35 | | | |
| | | 1.05 | 2.18 | 2.38 | | | |
| E 1.13 | | \$ 2.22 | | \$ 2.41 | | | |
| | | # 2.25 | | \$ 2.45 | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 1107 | 21 | 171 | 3921 | 521 | 3827 | 4249 | 1185 |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|--------------------------|-------------|-----------|-----------|-------------|
| | 23 | • 11 | • 557 | ± • 3725 |
| | Daily | Daily | Saturday | Daily Ex. |
| | P. M. | Ex. Mon. | Only | Sat. & Sun. |
| | P. M. | P. M. | P. M. | P. M. |
| NEW YORK..... | \$ 1.35 | 12.35 | | \$ 1.42 |
| HUDSON..... | 1.47 | 12.48 | | 1.54 |
| NEWARK..... | \$ 1.50 | | | |
| | # 1.54 | 12.52 | | \$ 1.57 |
| SOUTH ST. (Newark)..... | | Leave | | |
| HUNTER..... | 1.57 | Sunnyside | | 2.00 |
| NORTH ELIZABETH..... | | Yard | | |
| ELIZABETH..... | | 12.00 | | \$ 2.05 |
| SOUTH ELIZABETH..... | | Noon | | 2.06 |
| LINDEN..... | | | | \$ 2.10 |
| NORTH RAHWAY..... | | | | \$ 2.14 |
| RAHWAY..... | | | | \$ 2.14 |
| UNION..... | 2.05 | 1.08 | | 2.15 |
| AVENEL..... | | | | |
| EDGAR..... | P. A. & | G.O. 2327 | G.O. 2345 | |
| WOODBIDGE..... | W. Br. | Col. 1 | Page 46 | |
| GENASCO..... | | Page 46 | Col. 2 | MU MU |
| WC..... | N. Y. & | | | |
| PERTH AMBOY..... | L. B. | | | |
| SOUTH AMBOY..... | R. R. | | | |
| COLONIA..... | | | | |
| ISELIN..... | | | | |
| METUCHEN..... | 2.10 | | | \$ 2.22 |
| EDISON..... | | | | |
| NEW BRUNSWICK..... | | | | \$ 2.29 |
| COUNTY..... | 2.16 | 1.23 | | |
| JERSEY AVENUE..... | | | | \$ 2.33 |
| ADAMS..... | | | | |
| DEANS..... | | | | |
| MONMOUTH JCT..... | | | | |
| PRINCETON JCT..... | | | | |
| TRENTON..... | \$ 2.36 | | | |
| | # 2.39 | 1.48 | \$ 2.35 | |
| MORRISVILLE..... | | | | |
| LEVITTOWN-TULLYTOWN..... | | | \$ 2.42 | |
| GRUNDY..... | 2.48 | | | |
| BRISTOL..... | | | \$ 2.46 | |
| CROYDON..... | | | \$ 2.49 | |
| EDDINGTON..... | | | | Will Not |
| CORNWELLS HEIGHTS..... | | | \$ 2.52 | Run |
| ANDALUSIA..... | | | | May 30 |
| TORRESDALE..... | | | \$ 2.55 | July 4 |
| | | | | Sept. 4 |
| HOLMESBURG JCT..... | 2.58 | 2.09 | \$ 2.58 | |
| TACONY..... | | | \$ 2.59 | |
| WISSINOMING..... | | | \$ 3.00 | |
| BRIDESBURG..... | | | \$ 3.01 | |
| FRANKFORD..... | | | | |
| UTICA AVENUE..... | | | | |
| JERSEY..... | | | | |
| FRANKFORD JCT..... | | | \$ 3.04 | |
| SHORE..... | 3.03 | 2.15 | 3.05 | |
| NORTH PHILA..... | C 3.07 | | \$ 3.10 | |
| | # 3.17 | 2.20 | | |
| ZOO..... | 3.22 | 2.26 | 3.13 | |
| PHILA.- | Lower Level | | | |
| 30th ST..... | Upper Level | | \$ 3.16 | |
| | Lower Level | | | |
| SUBURBAN STATION..... | | | \$ 3.20 | |
| | P. M. | P. M. | P. M. | P. M. |
| | 23 | 11 | 557 | 3725 |

FIRST CLASS

| ● 3831 Saturday Only P. M. | ◇ 149 Daily P. M. | ● 3617 Saturday Only P. M. | ‡ ● 523 Daily Ex. Sat. & Sun. P. M. | ‡ ● 3829 Daily Ex. Sat. & Sun. P. M. | ‡ ● 3615 Daily Ex. Sat. & Sun. P. M. | ● 1161 Saturday Only P. M. | ‡ ● 3727 Daily Ex. Sat. & Sun. P. M. |
|-------------------------------------|---|-------------------------------------|--|--|---|-------------------------------------|--|
| \$ 1.55 | \$ 2.00 | | | \$ 2.05 | \$ 2.20 | \$ 2.20 | \$ 2.32 |
| 2.07 | 2.12 | | | 2.17 | 2.32 | 2.32 | 2.44 |
| \$ 2.10 | \$ 2.16 | | | \$ 2.20 | \$ 2.35 | \$ 2.35 | \$ 2.47 |
| 2.13 | 2.19 | | | 2.23 | 2.38 | 2.38 | 2.50 |
| \$ 2.18 | | | | \$ 2.28 | \$ 2.43 | \$ 2.43 | \$ 2.55 |
| 2.19 | 2.23 | | | 2.29 | 2.44 | 2.44 | 2.56 |
| \$ 2.23 | | | | \$ 2.33 | \$ 2.48 | | \$ 3.00 |
| \$ 2.27 | | \$ 2.30 | | \$ 2.37 | \$ 2.52 | \$ 2.50 | \$ 3.04 |
| 2.28 | 2.27 | 2.31 | | 2.38 | 2.53 | 2.52 | 3.05 |
| | Sealed Baggage Car Daily Ex. Sun. and May 30 July 4 Sept. 4 | \$ 2.33 | | | \$ 2.56 | | |
| MU | | \$ 2.37 | MU | MU | \$ 2.58 | \$ 2.57 | MU |
| | | 2.41 | | | 3.04 | 3.02 | |
| | | \$ 2.43 | | | \$ 3.06 | \$ 3.04 | |
| | | \$ 2.47 | | | \$ 3.10 | \$ 3.08 | |
| \$ 2.33 | | | Will Not Run May 30 July 4 Sept. 4 | \$ 2.42 | | | |
| \$ 2.37 | 2.32 | MU | | \$ 2.46 | MU | | \$ 3.12 |
| \$ 2.44 | | | | \$ 2.53 | | | \$ 3.18 |
| 2.47 | 2.38 | | | 2.56 | | | \$ 3.22 |
| | | | | | | | |
| \$ 2.55 | 2.45 | | | \$ 3.05 | | | |
| \$ 3.01 | 2.50 | | | \$ 3.12 | | | |
| \$ 3.12 | | | | \$ 3.23 | | | |
| | \$ 2.59 | \$ 3.05 | | | | | |
| | | \$ 3.10 | | | | | |
| | 3.07 | | | | | | |
| | | \$ 3.14 | | | | | |
| | | \$ 3.17 | | | | | |
| | | \$ 3.20 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | | Will Not Run May 30 July 4 Sept. 4 |
| | | \$ 3.23 | | | | | |
| | 3.17 | \$ 3.27 | | | | | |
| | | \$ 3.28 | | | | | |
| | | \$ 3.29 | | | | | |
| | | \$ 3.30 | | | | | |
| | | \$ 3.32 | | | | | |
| | | | | | | | |
| | | \$ 3.34 | | | | | |
| | 3.22 | 3.35 | | | | | |
| | \$ 3.26 | \$ 3.40 | | | | | |
| | 3.30 | 3.43 | | | | | |
| | | \$ 3.46 | | | | | |
| | \$ 3.35 | \$ 3.50 | | | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 3831 | 149 | 3617 | 523 | 3829 | 3615 | 1161 | 3727 |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|---------------------|--|---------|---------|---------|
| | C. N. J. | 113 | • 1022 | • 173 |
| | ±• 5309 Daily Ex. Sat. & Sun. | Daily | Daily | Daily |
| | P. M. | P. M. | P. M. | P. M. |
| NEW YORK | C. N. J. Yd. Harrison | \$ 2.50 | | \$ 2.40 |
| HUDSON | 2.35 | 3.02 | | 3.00 |
| NEWARK | | | | 3.12 |
| SOUTH ST. (Newark) | | \$ 2.52 | P 3.06 | \$ 3.16 |
| HUNTER | 2.55 | 3.09 | | 3.19 |
| NORTH ELIZABETH | | | | |
| ELIZABETH | | | | |
| SOUTH ELIZABETH | 3.01 | 3.13 | | 3.23 |
| LINDEN | | | | |
| NORTH RAHWAY | | | | |
| RAHWAY | | | | |
| UNION | 3.08 | 3.18 | | 3.27 |
| AVENEL | | | | |
| EDGAR | P. A. & W. Br. | | | |
| WOODBIDGE | | | | |
| GENASCO | | | | |
| WO. | N. Y. & L. B. R. R. | 3.14 | | |
| PERTH AMBOY | | \$ 3.17 | | |
| SOUTH AMBOY | | \$ 3.21 | | |
| COLONIA | | | | |
| ISELIN | | | | |
| METUCHEN | | 3.23 | | 3.32 |
| EDISON | | | | |
| NEW BRUNSWICK | | | | |
| COUNTY | | 3.29 | | 3.38 |
| JERSEY AVENUE | | | | |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JOT | | 3.36 | | 3.45 |
| PRINCETON JCT. | | 3.41 | | 3.50 |
| TRENTON | | P 3.52 | | \$ 4.00 |
| MORRISVILLE | | | | |
| LEVITTOWN-TULLYTOWN | | | | |
| GRUNDY | | 4.00 | | 4.09 |
| BRISTOL | | | | |
| CROYDON | Will Not Run May 30 July 4 Sept. 4 | | | |
| EDDINGTON | | | | |
| CORNWELLS HEIGHTS | | | | |
| ANDALUSIA | | | | |
| TORRESDALE | | | | |
| HOLMESBURG JOT | | 4.10 | | 4.19 |
| TACONY | | | | |
| WISSINOMING | | | | |
| BRIDESBURG | | | | |
| FRANKFORD | | | | |
| UTICA AVENUE | | | \$ 4.00 | |
| JERSEY | | | 4.09 | |
| FRANKFORD JCT. | | | D 4.16 | |
| SHORE | | 4.15 | 4.17 | 4.24 |
| NORTH PHILA. | | \$ 4.20 | \$ 4.22 | \$ 4.29 |
| ZOO | | 4.25 | 4.27 | 4.33 |
| PHILA.- | Lower Level Upper Level Lower Level | | \$ 4.32 | |
| 30th ST. | | \$ 4.30 | | \$ 4.39 |
| SUBURBAN STATION | | | | |
| | P. M. | P. M. | P. M. | P. M. |
| | 5309 | 113 | 1022 | 173 |
| | C. N. J. | | | |

| FIRST CLASS | | | | | | | |
|---|--|------------------------------------|-----------------------|--|---|---|--|
| #●3729 Daily Ex. Sat. & Sun. P. M. | #●525 Daily Ex. Sat. & Sun. P. M. | ●3835 Saturday Only P. M. | 105 Daily P. M. | #●527 Daily Ex. Sat. & Sun. P. M. | #●3833 Daily Ex. Sat. & Sun. P. M. | #●3723 Daily Ex. Sat. & Sun. P. M. | ●4205 Daily Ex. Sat. & Sun. P. M. |
| \$ 3.03 | | \$ 3.03 | P 3.10 | | \$ 3.20 | \$ 3.30 | \$ 3.35 |
| 3.15 | | 3.15 | 3.22 | | 3.32 | 3.42 | 3.47 |
| \$ 3.18 | | \$ 3.18 | P 3.27 | | \$ 3.35 | \$ 3.46 | \$ 3.50 |
| 3.21 | | 3.21 | 3.30 | | 3.38 | 3.49 | 3.53 |
| \$ 3.26 | | \$ 3.24 | | | \$ 3.44 | \$ 3.52 | \$ 3.58 |
| 3.27 | | \$ 3.27 | 3.34 | | 3.46 | 3.56 | 3.59 |
| \$ 3.31 | | \$ 3.32 | | | | \$ 4.00 | \$ 4.03 |
| \$ 3.35 | | \$ 3.36 | | | \$ 3.53 | \$ 4.04 | \$ 4.07 |
| 3.36 | | 3.37 | 3.39 | | 3.55 | 4.05 | 4.08 |
| MU | MU | MU | | MU | MU | MU | MU |
| \$ 3.40 | Will Not Run May 30 July 4 Sept. 4 | \$ 3.41 | | Will Not Run May 30 July 4 Sept. 4 | \$ 4.02 | \$ 4.09 | \$ 4.16 |
| \$ 3.44 | | \$ 3.46 | 3.45 | | \$ 4.10 | \$ 4.13 | \$ 4.23 |
| \$ 3.51 | | \$ 3.55 | 3.51 | | 4.13 | \$ 4.20 | 4.26 |
| \$ 3.55 | | | | | | \$ 4.24 | |
| | | 4.03 | | | \$ 4.22 | | 4.35 |
| | | \$ 4.07 | 3.58 | | \$ 4.28 | | \$ 4.41 |
| | | 4.15 | 4.03 | | \$ 4.40 | | \$ 4.52 |
| | | \$ 4.26 | | | | | |
| | \$ 4.08 | | P 4.13 | \$ 4.28 | | | |
| | \$ 4.13 | | 4.22 | \$ 4.33 | | | |
| Will Not Run May 30 July 4 Sept. 4 | \$ 4.17 | | | \$ 4.37 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Run Sunday and May 30 July 4 Sept. 4 |
| | \$ 4.20 | | | \$ 4.40 | | | |
| | F 4.22 | | | \$ 4.43 | | | |
| | \$ 4.25 | | | \$ 4.46 | | | |
| | \$ 4.28 | | | \$ 4.50 | | | |
| | \$ 4.32 | | 4.32 | \$ 4.51 | | | |
| | \$ 4.33 | | | \$ 4.52 | | | |
| | \$ 4.34 | | | \$ 4.53 | | | |
| | \$ 4.35 | | | | | | |
| | \$ 4.37 | | | | | | |
| | | | | | | | |
| | \$ 4.39 | | | \$ 4.57 | | | |
| | 4.40 | | 4.37 | 4.58 | | | |
| | \$ 4.45 | | \$ 4.41 | \$ 5.03 | | | |
| | 4.48 | | 4.45 | 5.06 | | | |
| | \$ 4.51 | | | \$ 5.09 | | | |
| | \$ 4.55 | | \$ 4.53 | \$ 5.13 | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 3729 | 525 | 3835 | 105 | 527 | 3833 | 3723 | 4205 |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | | |
|---------------------|--|------------------|-----------|--|-------------------------------------|
| | #●1111 | ●1163 | ◇101 | #3837 | #●219 |
| | Daily Ex. Sat. & Sun. | Saturday Only | Daily | Daily Ex. Sat. & Sun. | Daily |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| NEW YORK | \$ 3.45 | \$ 3.45 | P 3.40 | \$ 3.55 | \$ 4.00 |
| HUDSON | 3.57 | 3.57 | 3.52 | 4.07 | 4.12 |
| NEWARK | \$ 4.00 | \$ 4.00 | P 3.56 | \$ 4.12 | \$ 4.16 |
| SOUTH ST. (Newark) | | | | \$ 4.14 | |
| HUNTER | 4.03 | 4.03 | 4.00 | 4.15 | 4.19 |
| NORTH ELIZABETH | | | | \$ 4.18 | |
| ELIZABETH | | \$ 4.08 | | \$ 4.21 | |
| SOUTH ELIZABETH | 4.07 | 4.09 | 4.04 | 4.23 | 4.23 |
| LINDEN | | | | \$ 4.28 | |
| NORTH RAHWAY | | | | \$ 4.32 | |
| RAHWAY | | \$ 4.15 | | | |
| UNION | 4.14 | 4.17 | 4.09 | 4.33 | 4.27 |
| AVENEL | | | | | |
| EDGAR | P. A. & W. Br. | | G.O. 2336 | | |
| WOODBIDGE | | | Col. 3 | MU | |
| GENASCO | | | Page 50 | | |
| WC | N. Y. & L. B. R. R. | 4.21 | 4.24 | | |
| PERTH AMBOY | | \$ 4.23 | \$ 4.27 | | |
| SOUTH AMBOY | | \$ 4.27 | \$ 4.31 | | |
| COLONIA | | | | \$ 4.35 | |
| ISELIN | | | | \$ 4.38 | |
| METUCHEN | | | 4.14 | \$ 4.42 | 4.32 |
| EDISON | | | | \$ 4.46 | |
| NEW BRUNSWICK | | | | \$ 4.50 | |
| COUNTY | | | 4.20 | 4.53 | 4.38 |
| JERSEY AVENUE | | | | | |
| ADAMS | | | | | |
| DEANS | | | | | |
| MONMOUTH JCT. | | | 4.26 | \$ 5.01 | 4.44 |
| PRINCETON JCT. | | | 4.31 | \$ 5.09 | \$ 4.50 |
| TRENTON | | | | \$ 5.20 | |
| MORRISVILLE | | | P 4.42 | | \$ 5.01 |
| LEVITTOWN-TULLYTOWN | | | | | |
| GRUNDY | | | 4.52 | | 5.10 |
| BRISTOL | | | | | |
| CROYDON | Will Not Run May 30 July 4 Sept. 4 | | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 |
| EDDINGTON | | | | | |
| CORNWELLS HEIGHTS | | | | | |
| ANDALUSIA | | | | | |
| TORRESDALE | | | | | |
| HOLMESBURG JCT. | | | 5.02 | | 5.21 |
| TACONY | | | | | |
| WISSINOMING | | | | | |
| BRIDESBURG | | | | | |
| FRANKFORD | | | | | |
| UTICA AVENUE | | | | | |
| JERSEY | | | | | |
| FRANKFORD JCT. | | | | | |
| SHORE | | | 5.07 | | 5.26 |
| NORTH PHILA. | | | P 5.12 | | D 5.30 |
| ZOO | | | 5.16 | | 5.35 |
| PHILA.- 30th ST. | Lower Level Upper Level Lower Level | | | | \$ 5.40 |
| | | | P 5.22 | | |
| | | | | | |
| SUBURBAN STATION | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 1111 | 1163 | 101 | 3837 | 219 |

FIRST CLASS

| #● 1123 Daily Ex. Sat. & Sun. P. M. | #● 3627 Daily Ex. Sat. & Sun. P. M. | #● 3845 Daily Ex. Sat. & Sun. P. M. | #● 3619 Daily Ex. Sat. & Sun. P. M. | ● 3839 Saturday Only P. M. | C. N. J. ● 5313 Daily Ex. Sat. & Sun. P. M. | ● 153 Daily P. M. | ● 3621 Saturday Only P. M. |
|--|--|--|--|-------------------------------------|---|--------------------------------|-------------------------------------|
| \$ 5.17 5.29 | \$ 5.20 5.32 | \$ 5.25 5.37 | \$ 4.20 4.32 | \$ 4.20 4.32 | C. N. J. Yd. Harrison 4.24 | \$ 4.30 4.42 | |
| \$ 5.33 5.36 | \$ 5.36 5.39 | \$ 5.40 5.43 | \$ 4.35 4.38 | \$ 4.36 4.38 | \$ 4.38 4.41 | C 4.45 4.48 | |
| \$ 5.43 5.45 | \$ 5.46 5.48 | \$ 5.49 5.51 | \$ 4.41 4.46 | \$ 4.42 4.47 | \$ 4.45 4.47 | | |
| | \$ 5.53 5.55 | | \$ 4.50 4.54 | \$ 4.51 4.55 | | | \$ 5.00 |
| 5.52 | 5.59 | 5.58 | 4.55 | 4.57 | 4.54 | 4.54 | 5.02 |
| | \$ 6.02 6.05 | | \$ 4.58 5.00 | | | | \$ 5.05 5.07 |
| | \$ 6.07 | MU | \$ 5.02 | MU | | G.O. 2327 Col. 7 Page 51 | \$ 5.09 |
| 5.59 | 6.12 | | 5.07 | | 5.00 | | 5.14 |
| \$ 6.04 | \$ 6.15 6.19 | | \$ 5.10 5.14 | | \$ 5.03 | | \$ 5.16 5.20 |
| | | | | \$ 5.01 5.04 | | | |
| | MU | \$ 6.06 | MU | \$ 5.08 | | 4.58 | MU |
| | | \$ 6.16 6.19 | | \$ 5.12 5.16 5.19 | | 5.03 | |
| | | F 6.22 | | | | | |
| | | \$ 6.29 6.34 | | \$ 5.28 5.35 | | | |
| | | \$ 6.46 | | \$ 5.46 | | 5.18 | |
| Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22 | Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22 | Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22 | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | | |
| G.O. 2327 Col. 1 Page 55 | G.O. 2327 Col. 2 Page 55 | G.O. 2327 Col. 3 Page 55 | | | | 5.33 | |
| | | | | | | | |
| | | | | | | 5.38 | |
| | | | | | | \$ 5.42 5.46 | |
| | | | | | | \$ 5.50 | |
| | | | | | | # 5.52 | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 1123 | 3627 | 3845 | 3619 | 3839 | 5313 C. N. J. | 153 | 3621 |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|-------------------------|--|-------------------------------------|--|---------------------------|
| | •● 529 Daily Ex. Sat. & Sun. | •● 3733 Daily Ex. Sat. & Sun. | •● 1115 Daily Ex. Sat. & Sun. | ● 559 Saturday Only |
| | P. M. | P. M. | P. M. | P. M. |
| NEW YORK | | \$ 4.33 | \$ 4.37 | |
| HUDSON | | 4.45 | 4.49 | |
| NEWARK | | \$ 4.49 | \$ 4.53 | |
| SOUTH ST. (Newark) | | \$ 4.51 | | |
| HUNTER | | 4.52 | 4.56 | |
| NORTH ELIZABETH | | \$ 4.55 | | |
| ELIZABETH | | \$ 4.58 | | |
| SOUTH ELIZABETH | | 5.00 | 5.01 | |
| LINDEN | | \$ 5.04 | | |
| NORTH RAHWAY | | \$ 5.07 | | |
| RAHWAY | | \$ 5.09 | | |
| UNION | | 5.10 | 5.07 | |
| AVENEL | P. A. & W. Br. | | | |
| EDGAR | | MU | MU | MU |
| WOODBIDGE | | | | |
| GENASCO | | | | |
| WC | N. Y. & L. B. R. R. | | 5.15 | |
| PERTH AMBOY | | | \$ 5.21 | |
| SOUTH AMBOY | | | | |
| COLONIA | | \$ 5.14 | | |
| ISELIN | Will Not Run May 30 July 4 Sept. 4 | \$ 5.17 | | |
| METUCHEN | | \$ 5.22 | | |
| EDISON | | \$ 5.26 | | |
| NEW BRUNSWICK COUNTY | | \$ 5.30 | | |
| JERSEY AVENUE | | \$ 5.34 | | |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JCT. | | | | |
| PRINCETON JCT. | | | | |
| TRENTON | | \$ 5.27 | | \$ 5.50 |
| MORRISVILLE | | | | \$ 5.55 |
| LEVITTOWN-TULLYTOWN | | \$ 5.34 | | |
| GRUNDY | | | | |
| BRISTOL | | \$ 5.40 | | \$ 5.59 |
| CROYDON | | \$ 5.45 | | \$ 6.02 |
| EDDINGTON | Will Not Run May 30 July 4 Sept. 4 | \$ 5.49 | Will Not Run May 30 July 4 Sept. 4 | \$ 6.05 |
| CORNWELLS HEIGHTS | | | | \$ 6.08 |
| ANDALUSIA | | \$ 5.54 | | |
| TORRESDALE | | \$ 5.59 | | \$ 6.12 |
| HOLMESBURG JCT. | | \$ 6.01 | | F 6.13 |
| TACONY | | \$ 6.03 | | F 6.14 |
| WISSINOMING | | \$ 6.05 | | \$ 6.15 |
| BRIDESBURG | | \$ 6.07 | | F 6.17 |
| FRANKFORD | | | | |
| UTICA AVENUE | | | | |
| JERSEY | | | | |
| FRANKFORD JCT. | | \$ 6.09 | | F 6.19 |
| SHORE | | 6.10 | | 6.20 |
| NORTH PHILA. | | \$ 6.15 | | \$ 6.25 |
| ZOO | | 6.20 | | 6.28 |
| PHILA.- 30th ST. | Lower Level Upper Level Lower Level | \$ 6.23 | | \$ 6.31 |
| SUBURBAN STATION | | \$ 6.27 | | \$ 6.35 |
| | P. M. | P. M. | P. M. | P. M. |
| | 529 | 3733 | 1115 | 559 |

| #●3623 Daily Ex. Sat. & Sun. P. M. | #●1117 Daily Ex. Sat. & Sun. P. M. | ●4251 P. M. | #●221 Daily Ex. Sat. P. M. | ●3841 Saturday Only P. M. | C. N. J. #●5319 Daily Ex. Sat. & Sun. P. M. | ◇49 Daily P. M. | #●531 Daily Ex. Sat. & Sun. P. M. |
|--|--|--|--|--|---|--------------------------------|--|
| \$ 4.40 4.52 | \$ 4.50 5.02 | \$ 4.55 5.07 | \$ 5.00 5.12 | \$ 5.00 5.12 | C. N. J. Yd. Harrison 5.06 | T 5.05 5.17 | |
| \$ 4.55 4.57 4.58 \$ 5.01 \$ 5.04 5.05 | \$ 5.06 5.09 \$ 5.16 5.17 | \$ 5.11 5.14 \$ 5.20 5.22 | \$ 5.16 5.19 5.23 | \$ 5.16 5.19 \$ 5.22 5.25 5.27 | \$ 5.18 5.21 5.27 | T 5.21 5.24 5.28 | |
| \$ 5.09 \$ 5.11 \$ 5.14 5.15 | 5.24 | \$ 5.26 \$ 5.32 5.34 | 5.27 | \$ 5.31 \$ 5.35 5.36 | 5.33 | 5.33 | |
| \$ 5.18 \$ 5.20 \$ 5.22 | | MU | | MU | | | MU |
| 5.27 \$ 5.29 \$ 5.33 | 5.31 \$ 5.37 | | | | 5.40 5.43 \$ 5.49 | | |
| MU | | \$ 5.39 \$ 5.43 \$ 5.50 \$ 5.54 | 5.32 K 5.36 5.38 | \$ 5.40 \$ 5.44 \$ 5.51 5.54 | | 5.38 5.44 | Will Not Run May 30 July 4 Sept. 4 |
| G.O. 2327 Col. 1 Page 53 | | | 5.45 K 5.50 \$ 6.00 6.09 | \$ 6.02 \$ 6.08 \$ 6.19 | | T 6.06 6.14 | \$ 6.10 \$ 6.15 |
| Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22 | Will Not Run May 30 July 4 Sept. 4 | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 6.19 | | Will Not Run May 30 July 4 Sept. 4 | | \$ 6.19 \$ 6.22 \$ 6.25 \$ 6.28 \$ 6.32 \$ 6.33 \$ 6.34 \$ 6.35 |
| | | | 6.24 D 6.28 6.33 \$ 6.38 | | | 6.24 6.29 C 6.34 6.38 | \$ 6.39 6.40 \$ 6.45 6.48 \$ 6.51 \$ 6.55 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 3623 | 1117 | 4251 | 221 | 3841 | 5319 C. N. J. | 49 | 531 |

| STATIONS | FIRST CLASS | | | |
|---------------------|---|--|-------------|-------------------------------|
| | #● 263 | ● 5365 | #● 3735 | #● 5321 |
| | Daily Ex. | Saturday | Daily Ex. | Daily Ex. |
| | Sat. & Sun. | Only | Sat. & Sun. | Sat. & Sun. |
| | P. M. | P. M. | P. M. | P. M. |
| NEW YORK | \$ 5.08 | C. N. J. Yd. Harrison 5.10 | \$ 5.12 | C. N. J. Yd. Harrison 5.22 |
| HUDSON | 5.20 | | 5.24 | |
| NEWARK | \$ 5.23 | \$ 5.25 | \$ 5.29 | \$ 5.30 |
| SOUTH ST. (Newark) | | | | |
| HUNTER | 5.26 | 5.28 | 5.32 | 5.33 |
| NORTH ELIZABETH | | | | |
| ELIZABETH | \$ 5.34 | | \$ 5.39 | |
| SOUTH ELIZABETH | 5.36 | 5.34 | 5.41 | 5.39 |
| LINDEN | | | | |
| NORTH RAHWAY | | | | |
| RAHWAY | \$ 5.44 | | | |
| UNION | 5.46 | 5.41 | 5.48 | 5.45 |
| AVENEL | | | | |
| EDGAR | P. A. & W. Br. | Will Not Run May 30 July 4 Sept. 4 | MU | |
| WOODBIDGE | | | | |
| GENASCO | | | | |
| WC | N. Y. & L. B. R. R. | 5.48 | | 5.52 |
| PERTH AMBOY | | \$ 5.51 | | |
| SOUTH AMBOY | | \$ 5.55 | | |
| COLONIA | | | | |
| ISELIN | | | \$ 5.64 | |
| METUCHEN | 5.52 | | \$ 6.00 | |
| EDISON | | | \$ 6.05 | |
| NEW BRUNSWICK | \$ 5.58 | | \$ 6.10 | |
| COUNTY | 6.01 | | | |
| JERSEY AVENUE | | | \$ 6.15 | |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JCT. | 6.08 | | | |
| PRINCETON JCT. | \$ 6.15 | | | |
| TRENTON | \$ 6.25 | | | |
| MORRISVILLE | | | | |
| LEVITTOWN-TULLYTOWN | \$ 6.32 | | | |
| GRUNDY | | | | |
| BRISTOL | \$ 6.36 | | | |
| CROYDON | | | | |
| EDDINGTON | | | | |
| CORNWELLS HEIGHTS | | | | |
| ANDALUSIA | | | | |
| TORRESDALE | | | | |
| HOLMESBURG JCT. | 6.48 | | | |
| TACONY | | | | |
| WISSINOMING | | | | |
| BRIDESBURG | | | | |
| FRANKFORD | | | | |
| UTICA AVENUE | | | | |
| JERSEY | | | | |
| FRANKFORD JCT. | | | | |
| SHORE | 6.52 | | | |
| NORTH PHILA. | \$ 6.56 | | | |
| ZOO | 7.02 | | | |
| PHILA.- | Lower Level Upper Level Lower Level | \$ 7.07 | | |
| 30th ST. | | | | |
| | | | | |
| SUBURBAN STATION | | | | |
| | P. M. | P. M. | P. M. | P. M. |
| | 263 | 5365 | 3735 | 5321 |
| | | C. N. J. | | C. N. J. |

FIRST CLASS

| #● 1123 Daily Ex. Sat. & Sun. P. M. | #● 3627 Daily Ex. Sat. & Sun. P. M. | #● 3845 Daily Ex. Sat. & Sun. P. M. | #● 223 Daily Ex. Sat. & Sun. P. M. | #● 533 Daily Ex. Sat. & Sun. P. M. | #● 3847 Daily Ex. Sat. & Sun. P. M. | C. N. J. #● 5325 Daily Ex. Sat. & Sun. P. M. C. N. J. Yd. Harrison 5.43 | #● 3737 Daily Ex. Sat. & Sun. P. M. |
|--|--|--|--|--|--|--|--|
| \$ 5.17 | \$ 5.20 | \$ 5.25 | \$ 5.30 | | \$ 5.33 | \$ 5.37 | \$ 5.37 |
| 5.29 | 5.32 | 5.37 | 5.42 | | 5.46 | 5.43 | 5.49 |
| \$ 5.33 | \$ 5.36 | \$ 5.40 | \$ 5.46 | | \$ 5.49 | \$ 5.50 | \$ 5.53 |
| 5.36 | 5.39 | 5.43 | 5.49 | | 5.51 | 5.53 | 5.56 |
| \$ 5.42 | \$ 5.45 | \$ 5.48 | | | \$ 5.55 | | |
| 5.43 | 5.46 | 5.50 | 5.53 | | \$ 5.58 | 5.59 | 6.02 |
| | \$ 5.51 | | | | \$ 6.04 | | |
| | \$ 5.53 | | | | \$ 6.07 | | |
| | \$ 5.56 | \$ 5.56 | | | \$ 6.10 | | |
| 5.49 | 5.57 | 5.57 | 5.57 | | 6.12 | 6.06 | 6.07 |
| | \$ 6.00 | | | | | | |
| | \$ 6.02 | | | | | | |
| | \$ 6.05 | MU | | MU | MU | | MU |
| 5.56 | 6.09 | | | | | 6.15 | |
| \$ 6.02 | \$ 6.12 | | | | | \$ 6.21 | |
| | \$ 6.16 | | | | | | |
| | MU | \$ 6.06 | 6.03 | Will Not Run May 30 July 4 Sept. 4 | \$ 6.15 | | |
| | | \$ 6.16 | | | \$ 6.18 | | |
| | | 6.19 | 6.09 | | \$ 6.21 | | \$ 6.14 |
| | | | | | \$ 6.25 | | |
| | | | | | \$ 6.29 | | \$ 6.22 |
| | | | | | 6.32 | | |
| | | | | | | | \$ 6.26 |
| | | F 6.22 | | | | G.O. 2327 Col. 7 Page 55 | |
| | | \$ 6.29 | 6.16 | | 6.41 | | |
| | | 6.34 | \$ 6.24 | | 6.47 | | |
| | | \$ 6.46 | | | \$ 6.59 | | |
| | | | \$ 6.35 | \$ 6.38 | | | |
| | | | | \$ 6.43 | | | |
| | | | 6.43 | \$ 6.47 | | | |
| Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | \$ 6.50 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22 | Will Not Run May 30 July 4 Sept. 4 |
| | | | | \$ 6.53 | | | |
| | | | | \$ 6.56 | | | |
| | | | | 6.53 | \$ 7.00 | | |
| | | | | | \$ 7.01 | | |
| | | | | | \$ 7.02 | | |
| | | | | | \$ 7.03 | | |
| | | | | | \$ 7.04 | | |
| | | | | | | | |
| | | | | | \$ 7.06 | | |
| | | | | 6.58 | 7.07 | | |
| | | | | | | | |
| | | | D 7.03 | \$ 7.11 | | | |
| | | | 7.07 | 7.15 | | | |
| | | | \$ 7.13 | | | | |
| | | | | \$ 7.19 | | | |
| | | | | | | | |
| | | | | \$ 7.23 | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 1123 | 3627 | 3845 | 223 | 533 | 3847 | 5325 | 3737 |
| | | | | | | C. N. J. | |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | | |
|---------------------|--|--|---------|--|--|
| | ● 1189 | ✱ 3631 | ● 175 | ✱ 1127 | ✱ 3741 |
| | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| NEW YORK | \$ 5.50 | \$ 5.40 | \$ 5.25 | \$ 5.48 | \$ 5.51 |
| HUDSON | 6.02 | 5.52 | 5.57 | 6.00 | 6.04 |
| NEWARK | \$ 6.05 | \$ 5.55 | \$ 6.01 | \$ 6.04 | \$ 6.07 |
| SOUTH ST. (Newark) | | | | | |
| HUNTER | 6.08 | 5.58 | 6.04 | 6.07 | 6.10 |
| NORTH ELIZABETH | | | | | \$ 6.13 |
| ELIZABETH | \$ 6.13 | \$ 6.03 | | | \$ 6.16 |
| SOUTH ELIZABETH | 6.15 | 6.04 | 6.08 | 6.12 | \$ 6.18 |
| LINDEN | \$ 6.19 | | | | \$ 6.22 |
| NORTH RAHWAY | | | | | \$ 6.24 |
| RAHWAY | \$ 6.23 | \$ 6.11 | | | \$ 6.27 |
| UNION | 6.24 | 6.12 | 6.12 | 6.19 | 6.30 |
| AVENEL | | \$ 6.15 | | | |
| EDGAR | | \$ 6.17 | | | |
| WOODBIDGE | P. A. & W. Br. | \$ 6.29 | \$ 6.20 | | MU |
| GENASCO | | | | | |
| WC | N. Y. & L. B. | 6.34 | 6.25 | 6.28 | |
| PERTH AMBOY | L. B. | \$ 6.36 | \$ 6.27 | | |
| SOUTH AMBOY | R. R. | \$ 6.40 | \$ 6.31 | \$ 6.34 | |
| COLONIA | | | | | |
| ISELIN | | | | | |
| METUCHEN | | MU | 6.18 | | \$ 6.38 |
| EDISON | | | | | |
| NEW BRUNSWICK | | | | | \$ 6.47 |
| COUNTY | | | 6.25 | | |
| JERSEY AVENUE | | | | | \$ 6.51 |
| ADAMS | | | | | |
| DEANS | | | | | |
| MONMOUTH JCT. | | | 6.33 | | |
| PRINCETON JCT. | | | 6.38 | | |
| TRENTON | | | Q 6.48 | | |
| MORRISVILLE | | | | | |
| LEVITTOWN-TULLYTOWN | | | | | |
| GRUNDY | | | 6.56 | | |
| BRISTOL | | | | | |
| CROYDON | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 |
| EDDINGTON | | | | | |
| CORNWELLS HEIGHTS | | | | | |
| ANDALUSIA | | | | | |
| TORRESDALE | | | | | |
| HOLMESBURG JCT. | | | 7.06 | | |
| TACONY | | | | | |
| WISSINOMING | | | | | |
| BRIDESBURG | | | | | |
| FRANKFORD | | | | | |
| UTICA AVENUE | | | | | |
| JERSEY | | | | | |
| FRANKFORD JCT. | | | | | |
| SHORE | | | 7.11 | | |
| NORTH PHILA. | | | | | |
| ZOO | | | \$ 7.15 | | |
| | | | 7.19 | | |
| PHILA.- 30th ST. | Lower Level Upper Level Lower Level | | \$ 7.24 | | |
| SUBURBAN STATION | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 1189 | 3631 | 175 | 1127 | 3741 |

FIRST CLASS

| | #225 Daily P. M. | 535 Daily P. M. | #3849 Daily Ex. Sat. & Sun. P. M. | C. N. J. 5367 Saturday Only P. M. | #3635 Daily Ex. Sat. & Sun. P. M. | 159 Sunday Only P. M. | 137 Daily Ex. Sun. P. M. |
|--|------------------------|-----------------------|--|---|--|--------------------------------|-----------------------------------|
| | \$ 6.01 | | \$ 6.08 | C. N. J. Yd. Harrison 6.10 | \$ 6.25 | \$ 6.30 | \$ 6.30 |
| | 6.15 | | 6.20 | | 6.37 | 6.42 | 6.42 |
| | \$ 6.19 | | \$ 6.23 | \$ 6.25 | \$ 6.40 | \$ 6.46 | \$ 6.45 |
| | 6.22 | | 6.26 | 6.28 | 6.43 | 6.49 | 6.54 |
| | | | \$ 6.29 | | \$ 6.46 | | |
| | | | \$ 6.32 | | \$ 6.49 | | |
| | 6.26 | | 6.34 | 6.34 | 6.50 | 6.53 | 6.58 |
| | | | \$ 6.38 | | \$ 6.54 | | |
| | | | \$ 6.43 | | \$ 6.56 | | |
| | | | | | \$ 6.59 | | |
| | 6.30 | | 6.44 | 6.40 | 7.00 | 6.57 | 7.02 |
| | | | | | \$ 7.03 | | |
| | | MU | MU | | \$ 7.05 | | |
| | | | | | \$ 7.08 | | |
| | | | | 6.48 | 7.13 | | |
| | | | | \$ 6.51 | \$ 7.15 | | |
| | | | | \$ 6.55 | \$ 7.19 | | |
| | | | \$ 6.47 | | | | |
| | | | \$ 6.50 | | | | |
| | 6.35 | | \$ 6.53 | | MU | 7.02 | 7.07 |
| | | | \$ 6.57 | | | | |
| | \$ 6.44 | | \$ 7.01 | | | | |
| | 6.47 | | 7.04 | | | 7.08 | 7.13 |
| | | | | | | | |
| | 6.54 | | 7.13 | | | 7.15 | 7.19 |
| | \$ 7.00 | | \$ 7.19 | | | 7.20 | 7.24 |
| | | | \$ 7.30 | | | | \$ 7.33 |
| | \$ 7.11 | \$ 7.20 | | | | \$ 7.29 | # 7.38 |
| | | \$ 7.25 | | | | | |
| | 7.19 | | | | | 7.37 | 7.47 |
| | | \$ 7.29 | | | | | |
| | | \$ 7.32 | | | | | |
| | | \$ 7.35 | | | | | |
| | | \$ 7.38 | | | | | |
| | 7.29 | \$ 7.42 | | | | 7.47 | 7.57 |
| | | \$ 7.43 | | | | | |
| | | \$ 7.44 | | | | | |
| | | \$ 7.45 | | | | | |
| | | | | | | | |
| | | \$ 7.49 | | | | | |
| | 7.34 | 7.50 | | | | 7.52 | 8.02 |
| | | | | | | | \$ 8.05 |
| | D 7.38 | \$ 7.54 | | | | \$ 7.57 | # 8.07 |
| | 7.43 | 7.58 | | | | 8.01 | 8.11 |
| | \$ 7.48 | | | | | | \$ 8.16 |
| | | \$ 8.01 | | | | \$ 8.07 | 8.26 |
| | | \$ 8.05 | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 225 | 535 | 3849 | 5367 | 3635 | 159 | 137 |
| | | | | C. N. J. | | | |

G.O. 2338
Page 57
Col. 1Will Not
Run
May 30
July 4
Sept. 4Will Not
Run
May 30
July 4
Sept. 4Will Not
Run
May 30
July 4
Sept. 4

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|--------------------------|--|------------------------|------------------|--|
| | ● 3785 | ● 3637 | 3 | ● 3745 |
| | P. M. | Saturday Only P. M. | Daily P. M. | Daily Ex t. & Sun. P. M. |
| NEW YORK..... | \$ 6.35 | | T 6.45 | 6.55 |
| HUDSON..... | 6.47 | | 6.57 | 7.07 |
| NEWARK..... | \$ 6.50 | | T 7.00 # 7.05 | 7.10 |
| SOUTH ST. (Newark)..... | | | 7.08 | |
| HUNTER..... | 6.53 | | | 7.13 |
| NORTH ELIZABETH..... | \$ 6.56 | | | 7.16 |
| ELIZABETH..... | \$ 6.59 | | 7.12 | 7.19 |
| SOUTH ELIZABETH..... | 7.00 | | | 7.20 |
| LINDEN..... | \$ 7.04 | | | \$ 7.24 |
| NORTH RAHWAY..... | | | | |
| RAHWAY..... | \$ 7.08 | \$ 7.13 | | \$ 7.28 |
| UNION..... | 7.09 | 7.14 | 7.17 | 7.30 |
| AVENEL..... | | \$ 7.17 | G.O. 2342 | |
| EDGAR..... | | \$ 7.19 | Page 58 | |
| WOODBIDGE..... | P. A. & W. Br. | MU \$ 7.22 | Col. 3 | MU |
| GENASCO..... | | | | |
| WC..... | N. Y. & L. B. | 7.27 | | |
| PERTH AMBOY..... | R. R. | \$ 7.29 | | |
| SOUTH AMBOY..... | | \$ 7.33 | | |
| COLONIA..... | \$ 7.12 | | | \$ 7.33 |
| ISELIN..... | \$ 7.15 | | | \$ 7.36 |
| METUCHEN..... | \$ 7.19 | MU | 7.21 | \$ 7.41 |
| EDISON..... | \$ 7.23 | | | \$ 7.45 |
| NEW BRUNSWICK..... | \$ 7.27 | | 7.27 | \$ 7.49 |
| COUNTY..... | | | | |
| JERSEY AVENUE..... | \$ 7.31 | | | \$ 7.53 |
| ADAMS..... | | | | |
| DEANS..... | | | | |
| MONMOUTH JCT..... | | | | |
| PRINCETON JCT..... | | | | |
| TRENTON..... | | | 7.46 | |
| MORRISVILLE..... | | | | |
| LEVITTOWN-TULLYTOWN..... | | | 7.54 | |
| GRUNDY..... | | | | |
| BRISTOL..... | | | | |
| CROYDON..... | Will Run Sat., Sun. and May 30 July 4 Sept. 4 | | | Will Not Run May 30 July 4 Sept. 4 |
| EDDINGTON..... | | | | |
| CORNWELLS HEIGHTS..... | | | | |
| ANDALUSIA..... | | | | |
| TORRESDALE..... | | | | |
| HOLMESBURG JCT..... | | | 8.03 | |
| TACONY..... | | | | |
| WISSINOMING..... | | | | |
| BRIDESBURG..... | | | | |
| FRANKFORD..... | | | | |
| UTICA AVENUE..... | | | | |
| JERSEY..... | | | | |
| FRANKFORD JCT..... | | | 8.08 | |
| SHORE..... | | | C 8.12 # 8.19 | |
| NORTH PHILA..... | | | 8.24 | |
| ZOO..... | | | | |
| PHILA.- 30th ST..... | Lower Level Upper Level Lower Level | | | |
| SUBURBAN STATION..... | | | | |
| | P. M. | P. M. | P. M. | P. M. |
| | 3785 | 3637 | 3 | 3745 |

| FIRST CLASS | | | | | | | |
|-------------|---|------------------------------------|------------------------------------|---------|------------------------------------|----------------|---------------|
| ● 227 | C. N. J. | ● 3749 | ● 1058 | ● 155 | ● 1131 | ● 3753 | 3851 |
| Daily | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | | Daily | Daily Ex. Sun. | Daily Ex. Sat. | Saturday Only |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| \$ 7.00 | C. N. J. Yd. Harrison 6.40 | \$ 7.22 | | \$ 7.30 | \$ 7.55 | \$ 8.05 | \$ 8.05 |
| 7.12 | | 7.34 | | 7.42 | 8.07 | 8.17 | 8.17 |
| \$ 7.16 | \$ 6.55 | \$ 7.37 | | \$ 7.46 | \$ 8.10 | \$ 8.20 | \$ 8.20 |
| 7.19 | 6.58 | 7.40 | | 7.49 | 8.13 | 8.23 | 8.28 |
| | | | | | | M 8.26 | \$ 8.31 |
| 7.23 | 7.04 | \$ 7.46 | | \$ 8.22 | \$ 8.29 | \$ 8.29 | \$ 8.34 |
| | | 7.48 | | 7.53 | 8.24 | 8.30 | 8.35 |
| | | \$ 7.52 | | | | \$ 8.34 | \$ 8.39 |
| | | \$ 7.56 | | | \$ 8.32 | \$ 8.38 | \$ 8.44 |
| 7.27 | 7.10 | 7.57 | | 7.57 | 8.34 | 8.39 | 8.45 |
| | | MU | | | \$ 8.39 | MU | MU |
| | 7.16 | | | | 8.43 | | |
| \$ 7.19 | | | | | \$ 8.46 | | |
| \$ 7.23 | | | | | \$ 8.50 | | |
| | | \$ 8.01 | | | \$ 8.43 | \$ 8.49 | \$ 8.49 |
| 7.32 | | \$ 8.05 | | 8.02 | \$ 8.47 | \$ 8.53 | \$ 8.53 |
| \$ 7.37 | | \$ 8.12 | | | \$ 8.51 | \$ 9.03 | \$ 9.03 |
| 7.40 | | | | 8.08 | \$ 8.56 | 9.06 | 9.06 |
| | | \$ 8.16 | | | \$ 8.59 | | |
| | G.O. 2327 Col. 2 Page 59 | | First Trip June 18 | | | | \$ 9.15 |
| 7.47 | | | Last Trip Sept. 4 | | | | \$ 9.20 |
| \$ 7.54 | | | | | | | \$ 9.31 |
| \$ 8.04 | | | | \$ 8.29 | | | |
| 8.13 | | | | 8.38 | | | |
| | Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22 | Will Not Run May 30 July 4 Sept. 4 | Will Run Sunday and July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | | |
| 8.23 | | | | 8.48 | | | |
| | | | \$ 8.33 | | | | |
| | | | 8.42 | | | | |
| | | | D 8.49 | | | | |
| 8.28 | | | 8.50 | 8.53 | | | |
| D 8.32 | | | \$ 8.55 | \$ 8.57 | | | |
| 8.37 | | | 9.00 | 9.02 | | | |
| \$ 8.42 | | | \$ 9.05 | \$ 9.06 | | | |
| | | | | # 9.10 | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 227 | 5329 | 3749 | 1058 | 155 | 1131 | 3753 | 3851 |
| | C. N. J. | | | | | | |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|----------------------|--|--------------------------------|---------|--|
| | C. N. J. ● 5391 | ● 1062 | ● 1038 | |
| | P. M. | Daily Ex. Sun. P. M. | P. M. | |
| NEW YORK | C. N. J. Yd. Harrison 8.10 | | | |
| HUDSON | | | | |
| NEWARK | \$ 8.25 | | | |
| SOUTH ST. (Newark) | | | | |
| HUNTER | 8.28 | | | |
| NORTH ELIZABETH | | | | |
| ELIZABETH | | | | |
| SOUTH ELIZABETH | 8.34 | | | |
| LINDEN | | | | |
| NORTH RAHWAY | | | | |
| RAHWAY | | | | |
| UNION | 8.40 | | | |
| AVENEL | | | | |
| EDGAR | P. A. & W. Br. | G.O. 2345 Page 60 Col. 2 | | |
| WOODBIDGE | | | | |
| GENASCO | | | | |
| WC | N. Y. & L. B. R. R. | 8.47 | | |
| PERTH AMBOY | | \$ 8.50 | | |
| SOUTH AMBOY | | \$ 8.54 | | |
| COLONIA | | | | |
| ISELIN | | | | |
| METUCHEN | | | | |
| EDISON | | | | |
| NEW BRUNSWICK | | | | |
| COUNTY | | | | |
| JERSEY AVENUE | | | | |
| ADAMS | | First Trip | | |
| DEANS | | June 19 | | |
| MONMOUTH JCT. | | Last Trip | | |
| PRINCETON JCT. | | Sept. 2 | | |
| TRENTON | | | | |
| MORRISVILLE | | | | |
| LEVITTOWN-TULLYTOWN | | | | |
| GRUNDY | | | | |
| BRISTOL | | | | |
| CROYDON | Will Run Sunday and May 30 July 4 Sept. 4 | | | |
| EDDINGTON | | | | |
| CORNWELLS HEIGHTS | | | | |
| ANDALUSIA | | | | |
| TORRESDALE | | | | |
| HOLMESBURG JCT. | | | | |
| TACONY | | | | |
| WISSINOMING | | | | |
| BRIDESBURG | | | | |
| FRANKFORD | | | | |
| UTICA AVENUE | | \$ 9.45 | \$10.00 | |
| JERSEY | | 9.54 | 10.09 | |
| FRANKFORD JCT. | | \$10.01 | \$10.16 | |
| SHORE | | 10.02 | 10.17 | |
| NORTH PHILA. | | \$10.07 | \$10.22 | |
| ZOO | | 10.12 | 10.27 | |
| PHILA. - 30th ST. | Lower Level Upper Level Lower Level | \$10.17 | \$10.32 | |
| SUBURBAN STATION | | | | |
| | | | | |
| | P. M. | P. M. | P. M. | |
| | 5391 | 1062 | 1038 | |
| | C. N. J. | | | |

FIRST CLASS

| | ◆● 537 Daily Ex. Sat. & Sun P. M. | 141 Daily P. M. | ◆● 3757 Daily Ex. Sun. P. M. | ● 3641 Saturday Only P. M. | ◆● 3647 Daily Ex. Sat. & Sun. P. M. | ◇55 Daily P. M. | ● 4239 P. M. |
|--|--|-----------------------|--|--|--|---|--|
| | | \$ 9.00 | \$ 9.10 | | \$ 9.25 | T 9.30 | \$ 9.45 |
| | | 9.12 | 9.22 | | 9.37 | 9.42 | 9.57 |
| | | \$ 9.15 | | | | T 9.45 | |
| | | # 9.21 | \$ 9.25 | | \$ 9.40 | # 9.53 | \$10.00 |
| | | 9.24 | 9.28 | | 9.43 | 9.56 | 10.03 |
| | | | \$ 9.31 | | \$ 9.46 | | |
| | | | \$ 9.34 | | \$ 9.49 | | \$10.08 |
| | | 9.28 | 9.35 | | 9.50 | 10.00 | 10.09 |
| | | | \$ 9.39 | | \$ 9.54 | | \$10.13 |
| | | | \$ 9.43 | \$ 9.49 | \$ 9.58 | | \$10.17 |
| | | 9.32 | 9.44 | 9.51 | 9.59 | 10.04 | 10.18 |
| | | | | \$ 9.53 | \$10.01 | | \$10.22 |
| | MU | | MU | \$ 9.57 | \$10.05 | | \$10.26 |
| | | | | 10.02 | 10.10 | | 10.31 |
| | | | | \$10.04 | \$10.12 | | \$10.33 |
| | | | | \$10.10 | \$10.17 | | \$10.38 |
| | Will Not Run May 30 July 4 Sept. 4 | 9.37 | \$ 9.48 \$ 9.52 \$ 9.56 \$10.00 | MU | MU | 10.09 | MU |
| | | 9.43 | | | | 10.16 | |
| | | | \$10.04 | | | | |
| | | 9.50 | | | | G.O. 2327 Col. 7 Page 61 | |
| | | \$ 9.55 | | | | | |
| | \$ 9.50 | #10.10 | | | | 10.35 | |
| | \$ 9.55 | 10.19 | | | | | |
| | \$ 9.59 | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Bag. Serv. Sat., Sun. and Nov. 23 Dec. 25 Jan. 1 | Will Run Sunday and May 30 July 4 Sept. 4 |
| | \$10.02 | | | | | | |
| | \$10.05 | | | | | | |
| | \$10.08 | | | | | | |
| | \$10.12 | 10.29 | | | | 10.52 | |
| | \$10.13 | | | | | | |
| | \$10.14 | | | | | | |
| | \$10.15 | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | \$10.19 | | | | | | |
| | 10.20 | 10.34 | | | | 10.57 | |
| | | \$10.39 | | | | | |
| | \$10.25 | #10.41 | | | | 11.01 | |
| | 10.28 | 10.45 | | | | 11.05 | |
| | | \$10.51 | | | | C11.11 | |
| | \$10.31 | 11.01 | | | | | |
| | \$10.35 | | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 537 | 141 | 3757 | 3641 | 3647 | 55 | 4239 |

NEW YORK TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|---------------------|--|---------|----------------|------------------------------------|
| | #●539 Daily Ex. Sat. & Sun. | #◇161 | ●3761 Daily | #●1133 Daily Ex. Sat. & Sun. |
| | P. M. | P. M. | P. M. | P. M. |
| | | | | |
| NEW YORK | | \$10.00 | \$10.05 | \$10.10 |
| HUDSON | | 10.12 | 10.17 | 10.22 |
| NEWARK | | \$10.16 | \$10.20 | \$10.25 |
| SOUTH ST. (Newark) | | | | |
| HUNTER | | 10.19 | 10.23 | 10.28 |
| NORTH ELIZABETH | | | \$10.26 | |
| ELIZABETH | | | \$10.29 | \$10.34 |
| SOUTH ELIZABETH | | 10.23 | 10.30 | 10.36 |
| LINDEN | | | \$10.34 | |
| NORTH RAHWAY | | | \$10.36 | |
| RAHWAY | | | \$10.38 | \$10.42 |
| UNION | | 10.27 | 10.40 | 10.44 |
| AVENEL | | | | |
| EDGAR | P. A. & W. Br. | | | |
| WOODBIDGE | | MU | MU | \$10.49 |
| GENASCO | | | | |
| WC | N. Y. & L. B. R. R. | | | 10.54 |
| PERTH AMBOY | | | | \$10.56 |
| SOUTH AMBOY | | | | \$11.00 |
| COLONIA | | | | |
| ISELIN | Will Not Run May 30 July 4 Sept. 4 | | \$10.44 | |
| METUCHEN | | 10.32 | \$10.48 | |
| EDISON | | | \$10.52 | |
| NEW BRUNSWICK | | \$10.38 | \$10.56 | |
| COUNTY | | 10.41 | | |
| JERSEY AVENUE | | | \$11.00 | |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JCT. | | 10.48 | | |
| PRINCETON JCT. | | \$10.54 | | |
| TRENTON | | \$10.50 | \$11.05 | |
| MORRISVILLE | | | | |
| LEVITTOWN-TULLYTOWN | | \$10.57 | | |
| GRUNDY | | | 11.15 | |
| BRISTOL | | \$11.01 | | |
| CROYDON | | \$11.05 | | |
| EDDINGTON | | | | |
| CORNWELLS HEIGHTS | | \$11.09 | | |
| ANDALUSIA | | | | |
| TORRESDALE | | \$11.12 | | |
| HOLMESBURG JCT. | | \$11.17 | 11.26 | |
| TACONY | | \$11.19 | | |
| WISSINOMING | | \$11.21 | | |
| BRIDESBURG | | \$11.23 | | |
| FRANKFORD | | \$11.25 | | |
| UTICA AVENUE | | | | |
| JERSEY | | | | |
| FRANKFORD JCT. | | \$11.27 | | |
| SHORE | | 11.28 | 11.31 | |
| NORTH PHILA. | | \$11.33 | \$11.36 | |
| ZOO | | 11.38 | 11.41 | |
| PHILA.- 30th ST. | { Lower Level Upper Level Lower Level | \$11.42 | | |
| | | | \$11.46 | |
| SUBURBAN STATION | | \$11.46 | | |
| | P. M. | P. M. | P. M. | P. M. |
| | 539 | 161 | 3761 | 1133 |

| FIRST CLASS | | | | | | |
|------------------------------------|--------------------------------|--|--|--|--|--|
| C. N. J. | ◇231 | ‡●3767 | ‡195 | ‡NH191 | ‡●3649 | ●3789 |
| ●5371 Saturday Only | Daily | Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| C. N. J. Yd. Harrison 10. 10 | \$11.00 | \$11.03 | \$11.10 | \$11.30 | \$11.35 | \$11.40 |
| | 11.12 | 11.16 | 11.21 | | 11.47 | 11.52 |
| | | | \$11.24 | | | |
| \$10.25 | \$11.16 | \$11.20 | #11.36 | | \$11.50 | \$11.55 |
| | | | | | | |
| 10.28 | 11.19 | 11.23 | 11.39 | | 11.53 | 11.58 |
| | | \$11.26 | | | | \$12.01 |
| | | \$11.29 | | | \$11.58 | \$12.04 |
| 10.34 | 11.23 | 11.30 | 11.43 | | 12.00 | 12.06 |
| | | \$11.34 | | | \$12.04 | \$12.10 |
| | | \$11.38 | | | \$12.08 | \$12.14 |
| 10.40 | 11.27 | 11.39 | 11.48 | | 12.09 | 12.15 |
| | | | | | \$12.12 | |
| | G.O. 2345 Page 63 Col. 2 | MU | | | \$12.15 | MU |
| | | | | | | |
| 10.48 | | | | | 12.20 | |
| \$10.51 | | | | | \$12.22 | |
| \$10.55 | | | | | \$12.26 | |
| | | \$11.43 | | | | \$12.18 |
| | | \$11.47 | 11.54 | | MU | \$12.22 |
| | 11.32 | | | | | \$12.26 |
| | \$11.38 | \$11.53 | | | | \$12.30 |
| | 11.41 | | 12.01 | | | \$12.35 |
| | | \$11.57 | | | | \$12.39 |
| | | | | | | |
| | 11.48 | | 12.08 | | | |
| | \$11.55 | | 12.14 | | | |
| | | | \$12.23 | | | |
| | \$12.05 | | #12.30 | | | |
| | | | | | | |
| | \$12.09 | | 12.38 | | | |
| | \$12.15 | | | | | |
| | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 |
| | 12.24 | | 12.48 | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | 12.29 | | 12.50 | | | |
| | \$12.34 | | 12.54 | | | |
| | 12.39 | | 12.58 | | | |
| | \$12.44 | | E 1.07 | | | |
| | | | # 1.30 | | | |
| | | | | | | |
| P. M. | A. M. | P. M. | A. M. | P. M. | A. M. | A. M. |
| 5371 | 231 | 3767 | 195 | NH191 | 3649 | 3789 |
| C. N. J. | | | | | | |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | |
|---------------------|----------------------------|-------------------|--|----------------|
| | NH194 | NH186 | 176 | 286 |
| | A. M. | A. M. | A. M. | A. M. |
| NEW YORK | \$12.35 | \$ 2.25 | 3.15 | |
| HUDSON | | | \$ 2.50 | \$ 2.50 |
| NEWARK | | | 2.38 | 2.38 |
| SOUTH ST. (Newark) | | | # 2.35 | \$ 2.35 |
| HUNTER | | | \$ 2.29 | |
| NORTH ELIZABETH | | | | |
| ELIZABETH | | | 2.26 | 2.31 |
| SOUTH ELIZABETH | | | | |
| LINDEN | | | 2.22 | 2.27 |
| NORTH RAHWAY | | | | |
| RAHWAY | | | | |
| UNION | | | 2.18 | 2.23 |
| AVENEL | | | | |
| EDGAR | P. A. & W. Br. | | Will Run Daily New York to Boston | |
| WOODBIDGE | | | | |
| GENASCO | | | | |
| WC | N. Y. & L. B. R. R. | | | |
| PERTH AMBOY | | | | |
| SOUTH AMBOY | | | | |
| COLONIA | | | | |
| ISELIN | | | | |
| METUCHEN | | | 2.13 | 2.18 |
| EDISON | | | | |
| NEW BRUNSWICK | | | | |
| COUNTY | | | 2.07 | 2.12 |
| JERSEY AVENUE | | | | |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JCT. | | | 2.00 | 2.05 |
| PRINCETON JCT. | | | 1.55 | 2.00 |
| TRENTON | | | # 1.45 | # 1.50 |
| MORRISVILLE | | | \$ 1.43 | \$ 1.45 |
| LEVITTOWN-TULLYTOWN | | | | |
| GRUNDY | | | 1.35 | 1.35 |
| BRISTOL | | | | |
| CROYDON | | | | |
| EDDINGTON | Will Not Run Sept. 3 | | | |
| CORNWELLS HEIGHTS | | | | |
| ANDALUSIA | | | | |
| TORRESDALE | | | | |
| HOLMESBURG JCT. | | | 1.25 | 1.25 |
| TACONY | | | | |
| WISSINOMING | | | | |
| BRIDESBURG | | | | |
| FRANKFORD | | | | |
| UTICA AVENUE | | | | |
| JERSEY | | | | |
| FRANKFORD JCT. | | | | |
| SHORE | | | 1.19 | 1.17 |
| NORTH PHILA. | | | # 1.15 | \$ 1.13 |
| ZOO | | | \$ 1.13 | |
| PHILA.- | | | 1.08 | 1.08 |
| 30th ST. | | | 1.03 | \$ 1.03 |
| SUBURBAN STATION | | | \$12.36 | |
| | A. M. | A. M. | A. M. | A. M. |
| | Sunday Only | Daily Ex. Sun. | Daily Ex. Sun. | Sunday Only |
| | # NH194 | NH186 | 176 | ● 286 |

| FIRST CLASS | | | | | | | |
|--|-----------|--|--|---------|---------|--|--|
| 194 | 12 | 3602 | C. N. J. 5300 | 3704 | 108 | 3810 | C. N. J. 5302 |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| E 4.05 | E 4.40 | | C. N. J. Yd. Harrison 6.03 | \$ 6.35 | \$ 6.50 | \$ 6.45 | C. N. J. Yd. Harrison 6.50 |
| 3.53 | 4.28 | | | 6.23 | 6.35 | 6.33 | |
| # 3.50 | 4.25 | | | \$ 6.20 | 6.31 | \$ 6.30 | |
| E 3.41 | | | \$ 6.00 | | D 6.10 | | \$ 6.47 |
| | | | | N 6.18 | | | |
| 3.38 | | | 5.57 | 6.17 | 6.07 | 6.27 | 6.44 |
| | | | | \$ 6.14 | | | |
| 3.34 | | | 5.51 | \$ 6.11 | 6.03 | 6.23 | 6.38 |
| | | | | 6.09 | | | |
| | | | | \$ 6.06 | | | |
| | | | | N 6.03 | | | |
| 3.30 | 4.12 | \$ 5.55 | 5.45 | \$ 6.01 | 5.59 | 6.18 | 6.32 |
| | | 5.54 | | 5.59 | | | |
| | G.O. 2345 | \$ 5.51 | | | | | |
| | Page 65 | \$ 5.48 | | MU | | MU | |
| | Col. 2 | | | | | | |
| | | 5.43 | 5.37 | | | | 6.24 |
| | | \$ 5.40 | \$ 5.34 | | | | \$ 6.21 |
| | | \$ 5.38 | \$ 5.30 | | | | \$ 6.17 |
| | | | | \$ 5.56 | | | |
| | | | | \$ 5.54 | | | |
| 3.25 | | MU | | \$ 5.50 | 5.54 | 6.12 | |
| | | | | N 5.46 | | | |
| | | | | \$ 5.42 | | \$ 6.05 | |
| 3.19 | 3.59 | | | | 5.48 | 6.00 | |
| | | | | \$ 5.37 | | | |
| | | | | | | \$ 5.56 | |
| | | | | | | \$ 5.53 | |
| 3.12 | | | | | 5.41 | \$ 5.50 | |
| 3.07 | | | | | 5.36 | \$ 5.43 | |
| # 2.58 | 3.35 | | | | # 5.27 | \$ 5.33 | |
| E 2.53 | | | | | \$ 5.20 | | |
| | | | | | | | |
| 2.45 | | | | | 5.12 | | |
| | | | | | | | |
| Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 |
| 2.35 | 3.16 | | | | 5.02 | | |
| | | | | | | | |
| | | | | | | | |
| 2.30 | 3.11 | | | | 4.56 | | |
| # 2.25 | 3.06 | | | | \$ 4.52 | | |
| E 2.20 | | | | | | | |
| 2.14 | 3.01 | | | | 4.47 | | |
| # 2.10 | # 2.56 | | | | # 4.42 | | |
| E 1.45 | E 2.26 | | | | \$ 4.32 | | |
| | | | | | | | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Daily | Daily | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. |
| #194 | ● 12 | #● 3602 | #● 5300 C. N. J. | ● 3704 | 108 | #● 3810 | #● 5302 C. N. J. |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | |
|---------------------|---|--------------------------------|------------------|--------------------------|
| | 3706 | C. N. J. 5350 | 3812 | 502 |
| | A. M. | A. M. | A. M. | A. M. |
| NEW YORK | \$ 7.07 | C.N.J. Yd. Harrison 7.03 | \$ 7.20 | |
| HUDSON | 6.54 | | 7.08 | |
| NEWARK | \$ 6.51 | \$ 7.00 | \$ 7.05 | |
| SOUTH ST. (Newark) | \$ 6.49 | | \$ 7.03 | |
| HUNTER | 6.48 | 6.57 | 7.02 | |
| NORTH ELIZABETH | \$ 6.45 | | \$ 6.59 | |
| ELIZABETH | \$ 6.42 | | \$ 6.56 | |
| SOUTH ELIZABETH | 6.39 | 6.51 | 6.54 | |
| LINDEN | \$ 6.36 | | \$ 6.50 | |
| NORTH RAHWAY | | | \$ 6.47 | |
| RAHWAY | \$ 6.32 | | \$ 6.45 | |
| UNION | 6.29 | 6.45 | 6.43 | |
| AVENEL | | | | |
| EDGAR | P. A. & W. Br. | | | |
| WOODBIDGE | | | | |
| GENASCO | | | | |
| WC | N. Y. & L. B. R. R. | 6.37 | | |
| PERTH AMBOY | | \$ 6.34 | | |
| SOUTH AMBOY | | \$ 6.30 | | |
| COLONIA | | | \$ 6.40 | |
| ISELIN | | | \$ 6.37 | Will Not Run |
| METUCHEN | | | \$ 6.33 | May 30 |
| EDISON | | | \$ 6.29 | July 4 |
| NEW BRUNSWICK | | | \$ 6.25 | Sept. 4 |
| COUNTY | | | 6.21 | |
| JERSEY AVENUE | \$ 6.07 | | | |
| ADAMS | | | | |
| DEANS | | | \$ 6.15 | |
| MONMOUTH JCT. | | | \$ 6.12 | |
| PRINCETON JCT. | | | \$ 6.06 | |
| TRENTON | | | \$ 5.56 | |
| MORRISVILLE | | | | \$ 6.30 |
| LEVITTOWN-TULLYTOWN | | | | \$ 6.23 |
| GRUNDY | | | | |
| BRISTOL | | | | \$ 6.19 |
| CROYDON | Will Not Run | | | \$ 6.17 |
| EDDINGTON | May 30 | | | |
| CORNWELLS HEIGHTS | July 4 | | | \$ 6.14 |
| ANDALUSIA | Sept. 4 | | | |
| TORRESDALE | | | | \$ 6.11 |
| HOLMESBURG JCT. | | | | \$ 6.07 |
| TACONY | | | | \$ 6.05 |
| WISSINOMING | | | | \$ 6.03 |
| BRIDESBURG | | | | \$ 6.02 |
| FRANKFORD | | | | \$ 6.01 |
| UTICA AVENUE | | | | |
| JERSEY | | | | |
| FRANKFORD JCT. | | | | \$ 5.59 |
| SHORE | | | | 5.58 |
| NORTH PHILA. | | | | \$ 5.55 |
| ZOO | | | | 5.50 |
| PHILA.--- | Lower Level Upper Level Lower Level | | | |
| 30th-ST. | | | | \$ 5.48 |
| | | | | |
| SUBURBAN STATION | | | | \$ 5.45 |
| | A. M. | A. M. | A. M. | A. M. |
| | Daily Ex. Sat. & Sun. | Saturday Only | Saturday Only | Daily Ex. Sat. & Sun. |
| | ± 3706 | • 5350 | • 3812 | ± 502 |
| | | C. N. J. | | |

[illegible]

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | |
|---------------------|---|--|--|--|
| | 118 | C. N. J. 5306 | 3712 | 3610 |
| | A. M. | A. M. | A. M. | A. M. |
| NEW YORK | \$ 7.58 | C. N. J. Yd. Harrison 7.49 | \$ 8.10 | \$ 8.18 |
| HUDSON | 7.46 | | 7.58 | 8.05 |
| NEWARK | D 7.43 | | \$ 7.55 | \$ 8.02 |
| | | \$ 7.46 | | |
| SOUTH ST. (Newark) | | | | \$ 7.59 |
| HUNTER | 7.39 | 7.42 | 7.51 | 7.58 |
| NORTH ELIZABETH | | | \$ 7.48 | |
| ELIZABETH | | | \$ 7.45 | \$ 7.53 |
| SOUTH ELIZABETH | 7.35 | 7.37 | 7.43 | \$ 7.50 |
| LINDEN | | | \$ 7.39 | \$ 7.46 |
| NORTH RAHWAY | | | | \$ 7.43 |
| RAHWAY | | | \$ 7.35 | \$ 7.41 |
| UNION | 7.31 | 7.31 | 7.33 | 7.39 |
| AVENEL | | | | \$ 7.36 |
| EDGAR | P. A. & W. Br. | | | \$ 7.34 |
| WOODBIDGE | | | MU | \$ 7.32 |
| GENASCO | | | | |
| WC | N. Y. & L. B. R. R. | 7.23 | | 7.27 |
| PERTH AMBOY | | \$ 7.20 | | \$ 7.24 |
| SOUTH AMBOY | | | | \$ 7.20 |
| COLONIA | | | | |
| ISELIN | | | | |
| METUCHEN | 7.25 | \$ 7.26 | MU | |
| EDISON | | \$ 7.21 | | |
| NEW BRUNSWICK | | \$ 7.17 | | |
| COUNTY | 7.19 | | | |
| JERSEY AVENUE | | \$ 7.12 | | |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JCT. | 7.11 | | | |
| PRINCETON JCT. | 7.06 | | | |
| TRENTON | DC6.56 | | | |
| MORRISVILLE | | | | |
| LEVITTOWN-TULLYTOWN | | | | |
| GRUNDY | 6.45 | | | |
| BRISTOL | | | | |
| CROYDON | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 |
| EDDINGTON | | | | |
| CORNWELLS HEIGHTS | | | | |
| ANDALUSIA | | | | |
| TORRESDALE | | | | |
| HOLMESBURG JCT. | 6.35 | | | |
| TACONY | | | | |
| WISSINOMING | | | | |
| BRIDESBURG | | | | |
| FRANKFORD | | | | |
| UTICA AVENUE | | | | |
| JERSEY | | | | |
| FRANKFORD JCT. | | | | |
| SHORE | 6.29 | | | |
| NORTH PHILA. | DC6.25 | | | |
| ZOO | 6.20 | | | |
| PHILA. | Lower Level Upper Level Lower Level | 6.15 | | |
| 30th ST. | | | | |
| | | DC6.12 | | |
| SUBURBAN STATION | | | | |
| | A. M. | A. M. | A. M. | A. M. |
| | Daily | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. |
| | ● 118 | ● 5306 | ● 3712 | ● 3610 |
| | | C. N. J. | | |

FIRST CLASS

| 4 | C. N. J. | 3816 | 1108 | 3904 | 1110 | 254 | 504 |
|--------------------------------|--------------------------|--|--|--|--|--|---|
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| \$ 8.15 | C. N. J. Yd. Harrison | \$ 8.24 | \$ 8.21 | \$ 8.40 | \$ 8.27 | \$ 8.30 | |
| 8.03 | 8.03 | 8.11 | 8.08 | 8.28 | 8.13 | 8.17 | |
| 8.00 | | \$ 8.08 | \$ 8.05 | \$ 8.25 | \$ 8.10 | \$ 8.14 | |
| D 7.52 | \$ 8.00 | | | | | | |
| 7.48 | 7.56 | \$ 8.03 | | \$ 8.22 | | | |
| | | 8.02 | 8.01 | 8.21 | 8.07 | 8.10 | |
| | | \$ 7.59 | | \$ 8.18 | | | |
| 7.44 | 7.50 | \$ 7.56 | | \$ 8.15 | | | |
| | | 7.53 | 7.56 | 8.12 | 8.02 | 8.06 | |
| | | G 7.49 | | \$ 8.08 | | | |
| | | | | \$ 8.04 | | | |
| 7.39 | 7.45 | \$ 7.45 | | \$ 8.02 | | | |
| | | 7.43 | 7.49 | 7.53 | 7.56 | 8.02 | |
| | | | | | | | G.O. 2327 Col. 8 Page 69 |
| G.O. 2342 Page 69 Col. 1 | | | | | | | |
| | | MU | | MU | | | |
| | | | | | | | |
| | 7.36 | | 7.40 | | 7.49 | | |
| \$ 7.33 | | | | | | | |
| \$ 7.29 | | | | | \$ 7.43 | | |
| | | \$ 7.40 | | | | | |
| 7.33 | | \$ 7.37 | | | | | |
| | | \$ 7.33 | | | | 7.56 | |
| | | G 7.28 | | | | | Will Not Run Nov. 23 Dec. 25 Jan. 1 |
| 7.27 | | \$ 7.24 | | | | \$ 7.47 | |
| | | 7.21 | | | | 7.43 | |
| | | | | | | | |
| | | \$ 7.17 | | | | | |
| | | \$ 7.14 | | | | | |
| 7.20 | | \$ 7.10 | | | | 7.36 | |
| 7.15 | | \$ 7.03 | | | | \$ 7.29 | |
| D 7.05 | | \$ 6.53 | | | | \$ 7.17 | |
| | | | | | | | \$ 7.27 |
| | | | | | | | \$ 7.20 |
| 6.53 | | | | | | 7.06 | |
| | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run Nov. 23 Dec. 25 Jan. 1 Feb. 22 | \$ 7.16 \$ 7.13 F 7.11 \$ 7.09 |
| | | | | | | | \$ 7.06 |
| 6.43 | | | | | | 6.55 | \$ 7.03 |
| | | | | | | | \$ 7.00 |
| | | | | | | | \$ 6.58 |
| | | | | | | | \$ 6.57 |
| | | | | | | | |
| | | | | | | | |
| 6.37 | | | | | | 6.49 | \$ 6.55 |
| 6.33 | | | | | | \$ 6.45 | 6.54 |
| D 6.25 | | | | | | | \$ 6.51 |
| 6.19 | | | | | | 6.39 | 6.46 |
| | | | | | | \$ 6.35 | |
| | | | | | | | \$ 6.43 |
| | | | | | | | \$ 6.40 |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| Daily | Saturday Only | Daily Ex. Ex. Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. |
| 4 | ● 5354 C. N. J. | ± 3816 | ± 1108 | ± 3904 | ± 1110 | ± 254 | ± 504 |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | |
|---------------------|---|-----------------------------------|-----------------------------------|-----------------------------------|
| | 3716 | 1112 | C. N. J. 5314 | 3618 |
| | A. M. | A. M. | A. M. | A. M. |
| NEW YORK | \$ 8.38 | \$ 8.35 | C. N. J. Yd. Harrison 8.30 | \$ 8.52 |
| HUDSON | 8.26 | 8.22 | | 8.40 |
| NEWARK | \$ 8.23 | \$ 8.19 | \$ 8.27 | \$ 8.37 |
| SOUTH ST. (Newark) | | | | |
| HUNTER | 8.19 | 8.16 | 8.24 | 8.32 |
| NORTH ELIZABETH | | | | |
| ELIZABETH | | \$ 8.11 | | |
| SOUTH ELIZABETH | 8.15 | 8.09 | 8.18 | 8.27 |
| LINDEN | | | | |
| NORTH RAHWAY | | | | |
| RAHWAY | | | | \$ 8.20 |
| UNION | 8.10 | 8.04 | 8.12 | 8.18 |
| AVENEL | | | | \$ 8.14 |
| EDGAR | | | | |
| WOODBIDGE | P. A. & W. Br. | MU | | \$ 8.10 |
| GENASCO | | | | |
| WC | N. Y. & L. B. R. R. | 7.57 | 8.02 | 8.05 |
| PERTH AMBOY | | | \$ 7.59 | \$ 8.02 |
| SOUTH AMBOY | | \$ 7.52 | | \$ 7.58 |
| COLONIA | | | | |
| ISELIN | | | | |
| METUCHEN | \$ 8.02 | | | MU |
| EDISON | \$ 7.56 | | | |
| NEW BRUNSWICK | \$ 7.51 | | | |
| COUNTY | | | | |
| JERSEY AVENUE | \$ 7.46 | | | |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JCT. | | | | |
| PRINCETON JCT. | | | | |
| TRENTON | | | | |
| MORRISVILLE | | | | |
| LEVITTOWN-TULLYTOWN | | | | |
| GRUNDY | | | | |
| BRISTOL | | | | |
| CROYDON | Will Not Run | Will Not Run | Will Not Run | Will Not Run |
| EDDINGTON | May 30 | May 30 | May 30 | May 30 |
| CORNWELLS HEIGHTS | July 4 | July 4 | July 4 | July 4 |
| ANDALUSIA | Sept. 4 | Sept. 4 | Sept. 4 | Sept. 4 |
| TORRESDALE | | | | |
| HOLMESBURG JCT. | | | | |
| TACONY | | | | |
| WISSINOMING | | | | |
| BRIDESBURG | | | | |
| FRANKFORD | | | | |
| UTICA AVENUE | | | | |
| JERSEY | | | | |
| FRANKFORD JCT. | | | | |
| SHORE | | | | |
| NORTH PHILA. | | | | |
| ZOO | | | | |
| PHILA.- 30th ST. | Lower Level Upper Level Lower Level | | | |
| SUBURBAN STATION | | | | |
| | A. M. Daily Ex. Sat. & Sun. | A. M. Daily Ex. Sat. & Sun. | A. M. Daily Ex. Sat. & Sun. | A. M. Daily Ex. Sat. & Sun. |
| | #● 3716 | #● 1112 | #● 5314 C. N. J. | #● 3618 |

| FIRST CLASS | | | | | | |
|--|------------------|--|------------------|--|--------------------------------|--|
| 200 | 234 | C. N. J. 5316 | 1156 | 3720 | 48 | 4244 |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| \$ 8.47 | \$ 8.52 | C.N.J. Yd. Harrison 8.48 | \$ 9.05 | \$ 9.05 | \$ 9.30 | \$ 9.05 |
| 8.35 | 8.40 | | 8.53 | 8.53 | 9.18 | 8.53 |
| \$ 8.32 | \$ 8.37 | | \$ 8.50 | \$ 8.50 | D 9.15 | \$ 8.50 |
| | | \$ 8.45 | | | | |
| 8.28 | 8.33 | 8.42 | 8.46 | \$ 8.47 8.46 | 9.12 | 8.46 |
| | | | | \$ 8.43 | | \$ 8.43 |
| | | | \$ 8.41 | \$ 8.40 | | \$ 8.40 |
| 8.24 | 8.28 | 8.37 | 8.39 | 8.37 | 9.08 | 8.37 |
| | | | | \$ 8.34 | | \$ 8.34 |
| | | | | \$ 8.31 | | |
| | \$ 8.22 | | \$ 8.32 | \$ 8.28 | | \$ 8.30 |
| 8.20 | 8.19 | 8.31 | 8.29 | 8.26 | 9.03 | 8.28 |
| | | | | | | |
| | | | \$ 8.24 | MU | | MU |
| | | | | | | |
| | | 8.23 | 8.19 | | | |
| | | \$ 8.20 | \$ 8.16 | | | |
| | | \$ 8.15 | \$ 8.12 | | | |
| | | | | \$ 8.23 | | |
| 8.15 | \$ 8.13 | | | \$ 8.20 | | \$ 8.24 |
| | | | | \$ 8.17 | 8.58 | \$ 8.20 |
| D 8.08 | \$ 8.06 | | | \$ 8.11 | | \$ 8.14 |
| 8.05 | 8.03 | | | | 8.52 | |
| | | | | \$ 8.06 | | \$ 8.10 |
| | | | | | | |
| 7.58 | 7.56 | | | | 8.46 | |
| \$ 7.52 | \$ 7.50 | | | | 8.42 | |
| \$ 7.41 | \$ 7.40 | | | | D 8.32 | |
| | | | | | | |
| | | | | | 8.22 | |
| \$ 7.30 | \$ 7.30 | | | | | |
| Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | G.O. 2338 Page 71 Col. 6 | Will Run Sunday and May 30 July 4 Sept. 4 |
| 7.19 | 7.20 | | | | 8.12 | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| 7.13 | 7.14 | | | | 8.07 | |
| \$ 7.09 | \$ 7.10 | | | | 8.02 | |
| | | | | | D 8.00 | |
| 7.04 | 7.04 | | | | 7.56 | |
| \$ 7.00 | \$ 7.00 | | | | | |
| | | | | | | |
| | | | | | | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| Daily Ex. Sat. & Sun. | Saturday Only | Daily Ex. Sat. & Sun. | Saturday Only | Daily Ex. Sat. & Sun. | Daily | |
| ◆ 200 | ● 234 | ◆ 5316 C. N. J. | ● 1156 | ◆ 3720 | ◆ 48 | ● 4244 |

| STATIONS | FIRST CLASS | | |
|---------------------|----------------|----------|-----------|
| | 3820 | 3822 | 30 |
| | A. M. | A. M. | A. M. |
| NEW YORK | \$ 9.15 | \$ 9.35 | \$ 9.20 |
| HUDSON | 9.03 | 9.23 | 9.08 |
| NEWARK | \$ 9.00 | \$ 9.20 | D 9.05 |
| SOUTH ST. (Newark) | \$ 8.57 | | 9.01 |
| HUNTER | 8.56 | 9.16 | |
| NORTH ELIZABETH | \$ 8.53 | \$ 9.13 | |
| ELIZABETH | \$ 8.50 | \$ 9.10 | 8.57 |
| SOUTH ELIZABETH | 8.48 | 9.08 | |
| LINDEN | | \$ 9.04 | |
| NORTH RAHWAY | | | |
| RAHWAY | \$ 8.42 | \$ 8.59 | 8.53 |
| UNION | 8.39 | 8.57 | |
| AVENEL | | | G.O. 2342 |
| EDGAR | | | Page 72 |
| WOODBIDGE | P. A. & W. Br. | MU | Col. 3 |
| GENASCO | | | |
| WC | | | |
| PERTH AMBOY | N. Y. & L. B. | | |
| SOUTH AMBOY | R. R. | | |
| COLONIA | | | |
| ISELIN | | | |
| METUCHEN | \$ 8.32 | \$ 8.51 | 8.48 |
| EDISON | | | |
| NEW BRUNSWICK | \$ 8.25 | \$ 8.44 | |
| COUNTY | 8.22 | 8.41 | 8.42 |
| JERSEY AVENUE | | | |
| ADAMS | | | |
| DEANS | | | |
| MONMOUTH JCT. | \$ 8.13 | \$ 8.33 | |
| PRINCETON JCT. | \$ 8.06 | \$ 8.26 | |
| TRENTON | \$ 7.55 | \$ 8.15 | 8.22 |
| MORRISVILLE | | | |
| LEVITTOWN-TULLYTOWN | | | 8.15 |
| GRUNDY | | | |
| BRISTOL | | | |
| CROYDON | Will Not Run | | |
| EDDINGTON | May 30 | | |
| CORNWELLS HEIGHTS | July 4 | | |
| ANDALUSIA | Sept. 4 | | |
| TORRESDALE | | | |
| HOLMESBURG JCT. | | | 8.05 |
| TACONY | | | |
| WISSINOMING | | | |
| BRIDESBURG | | | |
| FRANKFORD | | | |
| UTICA AVENUE | | | |
| JERSEY | | | |
| FRANKFORD JCT. | | | 7.59 |
| SHORE | | | 7.55 |
| NORTH PHILA. | | | D 7.52 |
| ZOO | | | 7.47 |
| PHILA.-30th ST. | Lower Level | | |
| | Upper Level | | |
| | Lower Level | | |
| SUBURBAN STATION | | | |
| | A. M. | A. M. | A. M. |
| | Daily Ex. | Saturday | Daily |
| | Sat. & Sun. | Only | |
| | ◆ 3820 | ● 3822 | ◇ 30 |

| FIRST CLASS | | | | | | | |
|-------------|--|--|--|----------------------------------|--|--|--|
| | 202 | 1118 | 3912 | C. N. J. 5358 | 4202 | 256 | 506 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | \$ 9.35 | \$ 9.40 | \$ 9.45 | C. N. J. Yd. Harrison 9.36 | \$ 9.55 | \$ 9.55 | |
| | 9.22 | 9.28 | 9.32 | | 9.43 | 9.42 | |
| | \$ 9.18 | \$ 9.25 | \$ 9.29 | | \$ 9.40 | \$ 9.38 | |
| | | | | \$ 9.33 | | | |
| | 9.15 | 9.22 | 9.26 | 9.28 | 9.36 | 9.34 | |
| | | \$ 9.17 | \$ 9.20 | | \$ 9.31 | | |
| | 9.11 | 9.15 | 9.18 | 9.22 | 9.29 | 9.30 | |
| | | | \$ 9.15 | | \$ 9.26 | | |
| | | | \$ 9.13 | | | | |
| | | | \$ 9.11 | | \$ 9.23 | | |
| | 9.07 | 9.10 | 9.08 | 9.16 | 9.21 | 9.25 | |
| | | | | | | | |
| | | | MU | | MU | | MU |
| | | 9.02 | | 9.09 | | | |
| | | \$ 8.56 | | \$ 9.06 | | | |
| | | | | \$ 9.02 | | | |
| | 9.02 | | | | \$ 9.15 | \$ 9.18 | Will Not Run May 30 July 4 Sept. 4 |
| | 8.56 | | | | \$ 9.08 | \$ 9.11 | |
| | | | | | 9.05 | 9.08 | |
| | | | | | | | |
| | | | | | 8.55 | 9.01 | |
| | | | | | \$ 8.49 | \$ 8.55 | |
| | 8.37 | | | | \$ 8.38 | \$ 8.45 | |
| | | | | | | | \$ 8.57 |
| | 8.30 | | | | | 8.35 | \$ 8.50 |
| | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | \$ 8.46 \$ 8.43 |
| | 8.20 | | | | | 8.25 | \$ 8.40 |
| | | | | | | | \$ 8.37 |
| | | | | | | | \$ 8.34 |
| | | | | | | | \$ 8.32 |
| | | | | | | | \$ 8.30 |
| | | | | | | | \$ 8.29 |
| | | | | | | | \$ 8.28 |
| | | | | | | | |
| | 8.14 | | | | | 8.19 | \$ 8.27 |
| | \$ 8.10 | | | | | \$ 8.15 | 8.26 |
| | | | | | | | \$ 8.23 |
| | 8.04 | | | | | 8.10 | 8.18 |
| | \$ 8.00 | | | | | \$ 8.06 | |
| | | | | | | | \$ 8.15 |
| | | | | | | | \$ 8.12 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Saturday Only | | Daily Ex. Sun. | Daily Ex. Sat. & Sun. |
| | #● 202 | #● 1118 | #● 3912 | ● 5358 C. N. J. | ● 4202 | #● 256 | #● 506 |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | |
|---------------------|-------------------------------------|---------------------|-------------|------------------------------------|
| | 3724 | 550 | 1001 | 3622 |
| | A. M. | A. M. | A. M. | A. M. |
| NEW YORK | \$10.08 | | | \$10.20 |
| HUDSON | 9.56 | | | 10.06 |
| NEWARK | \$ 9.53 | | | \$10.03 |
| SOUTH ST. (Newark) | | | | |
| HUNTER | 9.48 | | | 10.00 |
| NORTH ELIZABETH | | | | \$ 9.57 |
| ELIZABETH | | | | \$ 9.54 |
| SOUTH ELIZABETH | 9.43 | | | 9.51 |
| LINDEN | | | | \$ 9.48 |
| NORTH RAHWAY | | | | \$ 9.45 |
| RAHWAY | \$ 9.38 | | | \$ 9.43 |
| UNION | 9.36 | | | 9.41 |
| AVENEL | | | | \$ 9.38 |
| EDGAR | | | | |
| WOODBIDGE | P. A. & W. Br. MU | MU | | \$ 9.35 |
| GENASCO | | | | |
| WO. | N. Y. & L. B. R. R. | | | 9.30 |
| PERTH AMBOY | | | | \$ 9.27 |
| SOUTH AMBOY | | | | \$ 9.23 |
| COLONIA | | | | |
| ISELIN | \$ 9.32 | | | |
| METUCHEN | \$ 9.28 | | | |
| EDISON | | | | MU |
| NEW BRUNSWICK | \$ 9.21 | | | |
| COUNTY | | | | |
| JERSEY AVENUE | \$ 9.17 | | | |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JCT. | | | | |
| PRINCETON JCT. | | | | |
| TRENTON | | \$ 9.15 | | |
| MORRISVILLE | | | | |
| LEVITTOWN-TULLYTOWN | | \$ 9.09 | | |
| GRUNDY | | | | |
| BRISTOL | | \$ 9.05 | | |
| CROYDON | Will Not Run May 30 July 4 Sept. 4 | \$ 9.02 | | Will Not Run May 30 July 4 Sept. 4 |
| EDDINGTON | | | | |
| CORNWELLS HEIGHTS | | \$ 8.58 | | |
| ANDALUSIA | | | | |
| TORRESDALE | | \$ 8.55 | | |
| HOLMESBURG JCT. | | \$ 8.52 | | |
| TACONY | | \$ 8.50 | | |
| WISSINOMING | | \$ 8.48 | | |
| BRIDESBURG | | \$ 8.46 | | |
| FRANKFORD | | | | |
| UTICA AVENUE | | | \$ 9.12 | |
| JERSEY | | | 9.03 | |
| FRANKFORD JCT. | | \$ 8.44 | \$ 8.55 | |
| SHORE | | 8.43 | 8.54 | |
| NORTH PHILA. | | \$ 8.40 | \$ 8.50 | |
| ZOO | | 8.36 | 8.44 | |
| PHILA.-30th ST. | Lower Level Upper Level Lower Level | \$ 8.33 | \$ 8.40 | |
| SUBURBAN STATION | | \$ 8.30 | | |
| | A. M. Dally Ex. Sat. & Sun. | A. M. Saturday Only | A. M. Dally | A. M. Dally Ex. Sat. & Sun. |
| | • 3724 | • 550 | • 1001 | • 3622 |

| FIRST CLASS | | | | | | | |
|------------------|---------|-------------------|---------|--|--|--------------------------|---------|
| 3770 | 114 | NH182 | 104 | 280 | 204 | 3726 | 170 |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| \$10.30 | \$10.25 | \$10.30 | \$10.35 | \$11.00 | \$10.47 | \$10.59 | \$10.55 |
| 10.18 | 10.13 | | 10.23 | 10.48 | 10.35 | 10.47 | 10.43 |
| \$10.15 | \$10.10 | | \$10.20 | \$10.45 | \$10.32 | \$10.44 | \$10.40 |
| 10.11 | 10.07 | | 10.16 | 10.40 | 10.27 | 10.41 | 10.37 |
| \$10.06 | | | | \$10.35 | | | |
| 10.04 | 10.03 | | 10.12 | 10.32 | 10.23 | 10.36 | 10.33 |
| \$10.01 | | | | | | | |
| \$ 9.57 | | | | \$10.26 | | \$10.30 | |
| 9.54 | 9.59 | | 10.08 | 10.23 | 10.19 | 10.28 | 10.29 |
| MU | | | | Will Run Sunday and May 30 July 4 Sept. 4 | | MU | |
| \$ 9.50 | | | | | | \$10.25 | |
| \$ 9.46 | 9.54 | | 10.03 | \$10.17 | 10.14 | \$10.19 | 10.23 |
| \$ 9.42 | | | | \$10.10 | \$10.07 | \$10.15 | |
| \$ 9.38 | 9.48 | | 9.57 | 10.07 | 10.04 | \$10.12 | 10.17 |
| \$ 9.34 | | | | | | \$10.07 | |
| | 9.41 | | 9.50 | 10.00 | 9.57 | | 10.10 |
| | 9.36 | | 9.45 | \$ 9.55 | \$ 9.51 | | 10.05 |
| | D 9.26 | | D 9.36 | \$ 9.44 | \$ 9.41 | | \$ 9.55 |
| | | | | \$ 9.36 | | | |
| | 9.15 | | 9.25 | \$ 9.30 | 9.30 | | 9.45 |
| | | | | \$ 9.30 | | | |
| | | | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | |
| | 9.05 | | 9.15 | 9.20 | 9.20 | | 9.35 |
| | | | | | | | |
| | 8.59 | | 9.09 | 9.15 | 9.14 | | 9.29 |
| \$ 8.55 | | | \$ 9.05 | \$ 9.10 | \$ 9.10 | | \$ 9.25 |
| | 8.49 | | 8.59 | 9.05 | 9.04 | | 9.19 |
| | 8.45 | | \$ 8.55 | \$ 9.00 | \$ 9.00 | | \$ 9.15 |
| | \$ 8.43 | | | | | | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| Saturday Only | Daily | Daily Ex. Mon. | Daily | | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Daily |
| ● 3770 | 114 | NH182 | 104 | ● 280 | ● 204 | ● 3726 | ● 170 |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | |
|---------------------|---|------------------------------------|------------------------------------|---------------|
| | 100 | 1120 | 3916 | 3824 |
| | A. M. | A. M. | A. M. | A. M. |
| NEW YORK | \$11.50 | \$11.08 | \$11.11 | \$11.30 |
| HUDSON | 11.38 | 10.55 | 10.57 | 11.18 |
| NEWARK | \$11.35 | \$10.52 | \$10.54 | \$11.15 |
| SOUTH ST. (Newark) | 11.28 | 10.49 | 10.51 | 11.12 |
| HUNTER | | | | \$11.09 |
| NORTH ELIZABETH | | \$10.44 | \$10.46 | \$11.06 |
| ELIZABETH | 11.24 | 10.42 | 10.44 | 11.04 |
| SOUTH ELIZABETH | | | \$10.40 | \$11.01 |
| LINDEN | | | | |
| NORTH RAHWAY | | \$10.36 | \$10.36 | \$10.57 |
| RAHWAY | 11.19 | 10.34 | 10.34 | 10.55 |
| UNION | | | | |
| AVENEL | P. A. & W. Br. G.O. 2336 Col. 1 Page 76 | | | |
| EDGAR | | | | |
| WOODBIDGE | | \$10.28 | MU | MU |
| GENASCO | | | | |
| WO | N. Y. & L. B. R. R. | 10.23 | | |
| PERTH AMBOY | | \$10.20 | | |
| SOUTH AMBOY | | \$10.16 | | |
| COLONIA | | | | \$10.53 |
| ISELIN | | | | \$10.51 |
| METUCHEN | 11.14 | | | \$10.47 |
| EDISON | | | | \$10.40 |
| NEW BRUNSWICK | 11.08 | | | 10.35 |
| COUNTY | | | | |
| JERSEY AVENUE | | | | \$10.32 |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JCT. | 11.00 | | | \$10.26 |
| PRINCETON JCT. | 10.55 | | | \$10.20 |
| TRENTON | \$10.45 | | | \$10.10 |
| MORRISVILLE | | | | |
| LEVITTOWN-TULLYTOWN | | | | |
| GRUNDY | 10.35 | | | |
| BRISTOL | | | | |
| CROYDON | | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | |
| EDDINGTON | | | | |
| CORNWELLS HEIGHTS | | | | |
| ANDALUSIA | | | | |
| TORRESDALE | | | | |
| HOLMESBURG JCT. | 10.25 | | | |
| TACONY | | | | |
| WISSINOMING | | | | |
| BRIDESBURG | | | | |
| FRANKFORD | | | | |
| UTICA AVENUE | | | | |
| JERSEY | | | | |
| FRANKFORD JCT. | | | | |
| SHORE | 10.20 | | | |
| NORTH PHILA. | \$10.15 | | | |
| ZOO | 10.10 | | | |
| PHILA.-30th ST. | Lower Level \$10.05 Upper Level Lower Level | | | |
| SUBURBAN STATION | | | | |
| | A. M. | A. M. | A. M. | A. M. |
| | Daily | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Saturday Only |
| | ◇100 | ✚●1120 | ✚●3916 | ●3824 |

| FIRST CLASS | | | | | | | |
|---|-----------------------|--|---|---|---|---|----------------|
| 508 | 1057 | 1182 | 206 | 3728 | 3918 | 3922 | 126 |
| A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. |
| | | \$11.38 | \$11.43 | \$11.55 | \$12.04 | \$12.25 | \$12.20 |
| | | 11.26 | 11.31 | 11.43 | 11.52 | 12.13 | 12.08 |
| | | \$11.23 | \$11.28 | \$11.40 | \$11.49 | \$12.10 | \$12.05 |
| | | | | | | | |
| | | 11.19 | 11.23 | 11.37 | 11.45 | 12.05 | 12.01 |
| | | \$11.15 | | | \$11.42 | \$12.02 | |
| | | 11.12 | 11.19 | 11.32 | \$11.39 | \$11.59 | |
| | | | | | 11.37 | 11.57 | 11.57 |
| | | | | | \$11.34 | \$11.54 | |
| | | | | | \$11.31 | \$11.51 | |
| | | \$11.06 | | \$11.26 | \$11.29 | \$11.49 | |
| | | 11.04 | 11.15 | 11.24 | 11.26 | 11.47 | 11.53 |
| | | | | | | | |
| MU | | \$10.59 | | MU | MU | MU | |
| | | | | | | | |
| | | 10.54 | | | | | |
| | | \$10.51 | | | | | |
| | | \$10.47 | | | | | |
| Will Not Run May 30 July 4 Sept. 4 | | G.O. 2327 Col. 3 Page 77 | 11.10 | \$11.21 \$11.18 \$11.14 \$11.10 \$11.06 11.00 \$11.02 | | | 11.48 11.42 |
| | First Trip June 18 | | | | | | |
| | Last Trip Sept. 4 | | 10.53 10.48 | | | | |
| | | | \$10.38 | | | | \$11.20 |
| \$10.20 | | | | | | | |
| \$10.14 | | | 10.29 | | | | 11.12 |
| \$10.10 | | Will Run Sunday and Nov. 23 Dec. 25 Jan. 1 Feb. 22 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | |
| \$10.07 | | | | | | | |
| \$10.03 | | | | | | | |
| \$10.00 | | | 10.19 | | | | 11.02 |
| \$ 9.57 | | | | | | | |
| \$ 9.55 | | | | | | | |
| \$ 9.53 | | | | | | | |
| \$ 9.51 | | | | | | | |
| \$ 9.50 | | | | | | | |
| | \$10.07 | | | | | | |
| | 9.58 | | | | | | |
| \$ 9.49 | \$ 9.51 | | | | | | |
| 9.48 | 9.50 | | 10.13 | | | | 10.56 |
| \$ 9.45 | \$ 9.45 | | \$10.09 | | | | \$10.52 |
| | | | | | | | |
| 9.41 | 9.40 | | 10.04 | | | | 10.47 |
| | \$ 9.35 | | \$10.00 | | | | \$10.43 |
| \$ 9.38 | | | | | | | |
| \$ 9.35 | | | | | | | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| Daily Ex. Sat. & Sun. | Daily | | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily |
| ◆ 508 | ● 1057 | ● 1182 | ◆ 206 | ◆ 3728 | ◆ 3918 | ◆ 3922 | ◇ 126 |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | | |
|--------------------------|---|--|--|--|--------------------------------|
| | C. N. J. | | | | |
| | 5362 P. M. | 3730 P. M. | 510 A. M. | 3924 P. M. | 106 P. M. |
| NEW YORK..... | C. N. J. Yd. Harrison 12. 18 | \$12.35 | | \$12.59 | \$ 1.30 |
| HUDSON..... | | 12.23 | | 12.47 | 1.17 |
| NEWARK..... | \$12.15 | \$12.20 | | \$12.44 | D 1.14 |
| SOUTH ST. (Newark)..... | | | | | |
| HUNTER..... | 12.11 | 12.17 | | 12.41 | 1.11 |
| NORTH ELIZABETH..... | | | | | |
| ELIZABETH..... | | \$12.12 | | \$12.36 | |
| SOUTH ELIZABETH..... | 12.05 | 12.10 | | 12.34 | 1.06 |
| LINDEN..... | | \$12.07 | | \$12.31 | |
| NORTH RAHWAY..... | | | | \$12.28 | |
| RAHWAY..... | | \$12.03 | | \$12.26 | |
| UNION..... | 11.59 | 12.01 | | 12.24 | 1.01 |
| AVENEL..... | | | | | |
| EDGAR..... | P. A. & W. Br. | | | | G.O. 2336 Col. 5 Page 78 |
| WOODBIDGE..... | | MU | MU | MU | |
| GENASCO..... | | | | | |
| WC..... | N. Y. & L. B. R. R. | 11.51 | | | |
| PERTH AMBOY..... | | \$11.48 | | | |
| SOUTH AMBOY..... | | \$11.44 | | | |
| COLONIA..... | | \$11.59 | | | |
| ISELIN..... | | | Will Not Run May 30 July 4 Sept. 4 | | |
| METUCHEN..... | | \$11.55 | | | 12.56 |
| EDISON..... | | | | | |
| NEW BRUNSWICK..... | | \$11.48 | | | |
| COUNTY..... | | | | | 12.50 |
| JERSEY AVENUE..... | | \$11.44 | | | |
| ADAMS..... | | | | | |
| DEANS..... | | | | | |
| MONMOUTH JCT..... | | | | | 12.43 |
| PRINCETON JCT..... | | | | | 12.38 |
| TRENTON..... | | | | | D12.28 |
| MORRISVILLE..... | | | \$11.55 | | |
| LEVITTOWN-TULLYTOWN..... | | | \$11.49 | | |
| GRUNDY..... | | | | | 12.18 |
| BRISTOL..... | | | \$11.45 | | |
| CROYDON..... | | Will Not Run May 30 July 4 Sept. 4 | \$11.42 | Will Not Run May 30 July 4 Sept. 4 | |
| EDDINGTON..... | | | \$11.38 | | |
| CORNWELLS HEIGHTS..... | | | | | |
| ANDALUSIA..... | | | \$11.35 | | |
| TORRESDALE..... | | | | | |
| HOLMESBURG JCT..... | | | \$11.32 | | 12.08 |
| TACONY..... | | Baggage Service Saturday Only | \$11.30 | | |
| WISSINOMING..... | | | \$11.28 | | |
| BRIDESBURG..... | | | \$11.26 | | |
| FRANKFORD..... | | | | | |
| UTICA AVENUE..... | | | | | |
| JERSEY..... | | | | | |
| FRANKFORD JCT..... | | | \$11.24 | | |
| SHORE..... | | | 11.23 | | 12.02 |
| NORTH PHILA..... | | | \$11.20 | | D11.57 |
| ZOO..... | | | 11.16 | | 11.52 |
| PHILA.- 30th ST..... | Lower Level Upper Level Lower Level | | \$11.13 | | D11.47 |
| SUBURBAN STATION..... | | | \$11.10 | | |
| | A. M. Saturday Only | A. M. Daily Ex. Sun. | A. M. Daily Ex. Sat. & Sun. | P. M. Daily Ex. Sat. & Sun. | A. M. Daily |
| | ● 5362 C. N. J. | ● 3730 | ● 510 | ● 3924 | 106 |

| FIRST CLASS | | | | | | | |
|--|---|--|--|------------------|------------------|--|-----------------|
| C. N. J. | 552 | 3736 | 4246 | 172 | 3626 | 3828 | 148 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| C. N. J. Yd. Harrison 1.08 | | \$ 1.25 | \$ 1.34 | 2.10 \$ 1.50 | | \$ 2.23 | \$ 2.00 |
| | | 1.13 | 1.22 | 1.38 | | 2.11 | 1.48 |
| | | \$ 1.10 | \$ 1.19 | \$ 1.35 | | \$ 2.08 | D 1.45 |
| \$ 1.05 | | | | | | | |
| 1.02 | | 1.07 | 1.15 | 1.31 | | 2.05 | 1.41 |
| | | | \$ 1.12 | | | G 2.02 | |
| | | \$ 1.02 | \$ 1.09 | | | \$ 1.59 | |
| 12.56 | | 1.00 | 1.07 | 1.27 | | 1.57 | 1.37 |
| | | \$12.57 | \$ 1.04 | | | \$ 1.53 | |
| | G.O. 2327 Col. 2 Page 79 | \$12.53 | \$ 1.00 | | \$ 1.43 | \$ 1.49 | |
| 12.50 | | 12.51 | 12.58 | 1.23 | 1.41 | 1.47 | 1.33 |
| | | | | | \$ 1.36 | | |
| | | | | | \$ 1.34 | | |
| | MU | MU | MU | | \$ 1.32 | MU | |
| | | | | | | | |
| 12.42 | | | | | 1.27 | | |
| \$12.39 | | | | | \$ 1.24 | | |
| \$12.35 | | | | | \$ 1.20 | | |
| | | \$12.47 | \$12.54 | | | G 1.44 | |
| | | \$12.43 | \$12.50 | 1.18 | MU | \$ 1.41 | 1.28 |
| | | \$12.36 | \$12.44 | | | G 1.38 | |
| | | | | 1.12 | | \$ 1.34 | |
| | | \$12.32 | \$12.40 | | | 1.29 | 1.22 |
| | | | | | | | |
| | | | | | | 1.20 | 1.15 |
| | | | | | | \$ 1.14 | 1.10 |
| | | | | \$12.51 | | \$ 1.03 | D 1.00 |
| | \$12.30 | | | | | | |
| | \$12.24 | | | 12.43 | | | 12.51 |
| Will Not Run May 30 July 4 Sept. 4 | \$12.20 \$12.17 \$12.13 \$12.10 | Will Not Run May 30 July 4 Sept. 4 | Will Run Sunday and May 30 July 4 Sept. 4 | | | Will Not Run May 30 July 4 Sept. 4 | |
| | \$12.07 \$12.05 \$12.03 \$12.01 \$12.00 | | | 12.33 | | | 12.41 |
| | | | | | | | |
| | \$11.59 11.58 \$11.55 | | | 12.27 \$12.23 | | | 12.35 D12.31 |
| | 11.51 | | | 12.18 12.14 | | | 12.25 12.21 |
| \$11.48 | | | | \$12.09 | | | D12.16 |
| | \$11.45 | | | | | | |
| P. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Daily Ex. Sat. & Sun. | Saturday Only | Daily Ex. Sat. & Sun. | | Daily | Saturday Only | Daily Ex. Sun. | Daily |
| • 5322 C. N. J. | • 552 | • 3736 | • 4246 | • 172 | • 3626 | • 3828 | ◇ 148 |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | | |
|--------------------------|--|--------------------------|---------|--------------------------|---------|
| | 512 | 3738 | 50 | 3926 | 212 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| NEW YORK..... | | \$ 2.30 | \$ 2.40 | \$ 2.47 | \$ 2.43 |
| HUDSON..... | | 2.18 | 2.28 | 2.35 | 2.31 |
| NEWARK..... | | \$ 2.15 | 2.25 | \$ 2.32 | \$ 2.28 |
| SOUTH ST. (Newark)..... | | | D 2.11 | | |
| HUNTER..... | | 2.12 | 2.08 | 2.29 | 2.25 |
| NORTH ELIZABETH..... | | \$ 2.07 | | \$ 2.24 | |
| ELIZABETH..... | | 2.05 | 2.04 | 2.22 | 2.21 |
| SOUTH ELIZABETH..... | | \$ 2.02 | | \$ 2.19 | |
| LINDEN..... | | \$ 1.58 | | \$ 2.16 | |
| NORTH RAHWAY..... | | 1.56 | 2.00 | 2.10 | 2.17 |
| RAHWAY..... | | | | | |
| UNION..... | | | | | |
| AVENEL..... | | | | | |
| EDGAR..... | P. A. & W. Br. | | | | |
| WOODBIDGE..... | | MU | MU | MU | |
| GENASCO..... | | | | | |
| WC..... | N. Y. & L. B. R. R. | | | | |
| PERTH AMBOY..... | | | | | |
| SOUTH AMBOY..... | | | | | |
| COLONIA..... | | | | | |
| ISELIN..... | Will Not Run May 30 July 4 Sept. 4 | \$ 1.52 | | | |
| METUCHEN..... | | \$ 1.48 | 1.55 | | 2.12 |
| EDISON..... | | \$ 1.40 | | | \$ 2.06 |
| NEW BRUNSWICK..... | | | 1.49 | | 2.03 |
| COUNTY..... | | \$ 1.36 | | | |
| JERSEY AVENUE..... | | | | | |
| ADAMS..... | | | | | |
| DEANS..... | | | 1.42 | | 1.55 |
| MONMOUTH JCT..... | | | 1.37 | | \$ 1.50 |
| PRINCETON JCT..... | | | 1.27 | | \$ 1.39 |
| TRENTON..... | | \$ 1.15 | D 1.23 | | |
| MORRISVILLE..... | | \$ 1.09 | | | |
| LEVITTOWN-TULLYTOWN..... | | | 1.15 | | 1.30 |
| GRUNDY..... | | \$ 1.05 | | | |
| BRISTOL..... | | \$ 1.02 | | | |
| CROYDON..... | Will Not Run May 30 July 4 Sept. 4 | | | | |
| EDDINGTON..... | | \$12.58 | | | |
| CORNWELLS HEIGHTS..... | | \$12.55 | | | |
| ANDALUSIA..... | | | | | |
| TORRESDALE..... | | \$12.52 | 1.05 | | 1.20 |
| HOLMESBURG JCT..... | | \$12.50 | | | |
| TACONY..... | | \$12.48 | | | |
| WISSINOMING..... | | \$12.47 | | | |
| BRIDESBURG..... | | \$12.46 | | | |
| FRANKFORD..... | | | | | |
| UTICA AVENUE..... | | | | | |
| JERSEY..... | | | | | |
| FRANKFORD JCT..... | | \$12.44 | | | |
| SHORE..... | | 12.43 | 12.59 | | 1.14 |
| NORTH PHILA..... | | \$12.40 | 12.55 | | \$ 1.10 |
| ZOO..... | | 12.36 | D 12.40 | | |
| PHILA.-30th ST..... | | | 12.23 | | 1.04 |
| PHILA.-30th ST..... | { Lower Level Upper Level Lower Level | \$12.33 | | | \$ 1.00 |
| SUBURBAN STATION..... | | \$12.30 | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Daily | Daily Ex. Sat. & Sun. | Daily |
| | • 512 | • 3738 | 50 | • 3926 | • 212 |

| FIRST CLASS | | | | | | | |
|----------------------------------|----------|-------------|----------|-------------|-------------|---------|-------------|
| C. N. J. | | | | | | | |
| 5384 | 3740 | 514 | 1164 | 1124 | 3742 | 130 | 3928 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| C. N. J. Yd. Harrison 2.45 | \$ 3.03 | | \$ 3.15 | \$ 3.15 | \$ 3.33 | \$ 3.37 | \$ 3.50 |
| | 2.50 | | 3.03 | 3.03 | 3.20 | 3.25 | 3.38 |
| \$ 2.42 | \$ 2.47 | | \$ 3.00 | \$ 3.00 | \$ 3.17 | \$ 3.22 | \$ 3.35 |
| 2.39 | 2.44 | | 2.57 | 2.56 | 3.14 | 3.18 | 3.32 |
| R 2.41 | | | | | | | |
| \$ 2.39 | | | \$ 2.52 | \$ 2.52 | \$ 3.09 | | \$ 3.27 |
| 2.33 | 2.37 | | 2.50 | 2.50 | 3.07 | 3.14 | 3.25 |
| | \$ 2.33 | | | | \$ 3.04 | | \$ 3.22 |
| | \$ 2.29 | | \$ 2.44 | \$ 2.44 | \$ 3.01 | | \$ 3.19 |
| 2.27 | 2.27 | | 2.42 | 2.42 | 2.59 | 3.10 | 3.14 |
| | | | | | | | |
| | MU | MU | \$ 2.38 | \$ 2.38 | MU | | MU |
| 2.18 | | | 2.33 | 2.34 | | | |
| \$ 2.15 | | | \$ 2.30 | \$ 2.31 | | | |
| \$ 2.11 | | | \$ 2.25 | \$ 2.27 | | | |
| | | | | | | | |
| Q 2.23 | Will Not | | | | \$ 2.55 | | |
| \$ 2.20 | Run | | | | \$ 2.51 | 3.05 | |
| | May 30 | | | | | | |
| \$ 2.13 | July 4 | | | | \$ 2.44 | | |
| | Sept. 4 | | | | | 2.59 | |
| \$ 2.09 | | | | | \$ 2.40 | | |
| | | | | | G.O. 2319 | | |
| | | | | | Page 81 | | |
| | | | | | Col. 6 | | |
| | | | | | | \$ 2.38 | |
| | | \$ 2.25 | | | | | |
| | | \$ 2.19 | | | | 2.29 | |
| Will Run | | \$ 2.15 | | Will Not | | | Will Not |
| Sunday | | \$ 2.12 | | Run | | | Run |
| and | | | | May 30 | | | May 30 |
| May 30 | | \$ 2.08 | | July 4 | | | July 4 |
| Sept. 4 | | \$ 2.05 | | Sept. 4 | | | Sept. 4 |
| | | \$ 2.02 | | | | 2.19 | |
| | | \$ 2.00 | | | | | |
| | | \$ 1.58 | | | | | |
| | | \$ 1.56 | | | | | |
| | | \$ 1.55 | | | | | |
| | | | | | | | |
| | | \$ 1.54 | | | | 2.13 | |
| | | 1.53 | | | | \$ 2.09 | |
| | | \$ 1.50 | | | | | |
| | | 1.46 | | | | 2.04 | |
| | | | | | | 2.00 | |
| | | \$ 1.43 | | | | \$ 1.58 | |
| | | \$ 1.40 | | | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| ● 5384 | Daily | Daily Ex. | Saturday | Daily Ex. | Daily Ex. | Daily | Daily Ex. |
| C. N. J. | ● 3740 | Sat. & Sun. | Only | Sat. & Sun. | Sat. & Sun. | ● 130 | Sat. & Sun. |
| | | ● 514 | ● 1164 | ● 1124 | ● 3742 | | ● 3928 |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | | |
|---------------------|---|--|--|--|--------------------------------|
| | 3830 | 3744 | 516 | 4250 | 128 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| NEW YORK | \$ 4.08 | \$ 4.09 | | \$ 4.25 | \$ 4.15 |
| HUDSON | 3.56 | 3.57 | | 4.13 | 4.03 |
| NEWARK | \$ 3.53 | \$ 3.54 | | \$ 4.10 | D 4.00 |
| SOUTH ST. (Newark) | | | | | |
| HUNTER | 3.48 | 3.51 | | 4.07 | 3.55 |
| NORTH ELIZABETH | \$ 3.45 | \$ 3.48 | | \$ 4.04 | |
| ELIZABETH | \$ 3.42 | \$ 3.45 | | \$ 4.01 | |
| SOUTH ELIZABETH | 3.40 | 3.43 | | 3.59 | 3.51 |
| LINDEN | \$ 3.37 | \$ 3.40 | | \$ 3.55 | |
| NORTH RAHWAY | | \$ 3.37 | | | |
| RAHWAY | \$ 3.33 | \$ 3.34 | | \$ 3.51 | |
| UNION | 3.31 | 3.32 | | 3.49 | 3.47 |
| AVENEL | | | | | |
| EDGAR | P. A. & W. Br. | | | | G.O. 2336 Col. 5 Page 82 |
| WOODBIDGE | | | | | |
| GENASCO | | | | | |
| WO. | N. Y. & L. B. R. R. | | | | |
| PERTH AMBOY | | | | | |
| SOUTH AMBOY | | | | | |
| COLONIA | | | | | |
| ISELIN | | \$ 3.28 | Will Not Run May 30 July 4 Sept. 4 | \$ 3.45 | |
| METUCHEN | \$ 3.24 | \$ 3.24 | | \$ 3.41 | 3.42 |
| EDISON | | \$ 3.19 | | \$ 3.37 | |
| NEW BRUNSWICK | \$ 3.17 | \$ 3.15 | | \$ 3.33 | |
| COUNTY | 3.14 | | | | 3.36 |
| JERSEY AVENUE | | \$ 3.11 | | \$ 3.29 | |
| ADAMS | | | | | |
| DEANS | | | | | |
| MONMOUTH JCT. | 3.06 | | | | 3.28 |
| PRINCETON JCT. | \$ 2.59 | | | | 3.24 |
| TRENTON | \$ 2.48 | | \$ 3.27 | | D 3.15 |
| MORRISVILLE | | | | | |
| LEVITTOWN-TULLYTOWN | | | \$ 3.21 | | |
| GRUNDY | | | | | 3.06 |
| BRISTOL | | | \$ 3.17 | Will Run Sunday and May 30 July 4 Sept. 4 | |
| CROYDON | | | \$ 3.14 | | |
| EDDINGTON | G.O. 2327 Col. 1 Page 82 | Will Not Run May 30 July 4 Sept. 4 | \$ 3.12 | | |
| CORNWELLS HEIGHTS | | | \$ 3.09 | | |
| ANDALUSIA | | | \$ 3.06 | | |
| TORRESDALE | | | \$ 3.04 | | |
| HOLMESBURG JCT. | | | \$ 3.01 | | 2.57 |
| TACONY | | | \$ 2.59 | | |
| WISSINOMING | | | \$ 2.57 | | |
| BRIDESBURG | | | \$ 2.55 | | |
| FRANKFORD | | | | | |
| UTICA AVENUE | | | | | |
| JERSEY | | | | | |
| FRANKFORD JCT. | | | \$ 2.54 | | |
| SHORE | | | 2.53 | | 2.52 |
| NORTH PHILA. | | | \$ 2.50 | | D 2.48 |
| ZOO | | | 2.46 | | 2.43 |
| PHILA.- 30th ST. | Lower Level Upper Level Lower Level | | \$ 2.43 | | D 2.38 |
| SUBURBAN STATION | | | \$ 2.40 | | |
| | P. M. Saturday Only ● 3830 | P. M. Daily Ex. Sat. & Sun. #● 3744 | P. M. Daily Ex. Sun. #● 516 | P. M. ● 4250 | P. M. Daily ● 128 |

| FIRST CLASS | | | | | | | |
|--|-------------------------------------|--|--|----------------------------------|------------------|--|--|
| 3746 | 218 | 1126 | 3748 | C. N. J. 5366 | 3846 | 518 | 4234 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| \$ 4.29 | \$ 4.37 | \$ 4.53 | \$ 4.58 | C. N. J. Yd. Harrison 4.48 | \$ 5.04 | | \$ 5.15 |
| 4.17 | 4.25 | 4.41 | 4.46 | | 4.52 | | 5.02 |
| \$ 4.14 | \$ 4.22 | \$ 4.38 | \$ 4.43 | \$ 4.45 | \$ 4.49 | | \$ 4.59 |
| | | | | | | | |
| 4.11 | 4.19 | 4.35 | 4.40 | 4.42 | 4.45 | | 4.55 |
| \$ 4.08 | | | | | | | |
| \$ 4.05 | | \$ 4.30 | \$ 4.35 | | \$ 4.40 | | \$ 4.50 |
| 4.03 | 4.15 | 4.28 | 4.33 | 4.36 | 4.38 | | 4.48 |
| \$ 4.00 | | | \$ 4.30 | | | | \$ 4.44 |
| | | | | | | | |
| \$ 3.56 | | \$ 4.22 | \$ 4.26 | | | | \$ 4.40 |
| 3.54 | 4.11 | 4.20 | 4.24 | 4.30 | 4.33 | | 4.38 |
| | | | | | | | |
| | | | | | | | \$ 4.35 |
| MU | | | MU | | MU | MU | \$ 4.32 |
| | | | | | | | |
| | | 4.12 | | 4.21 | | | 4.27 |
| | | \$ 4.09 | | \$ 4.18 | | | \$ 4.24 |
| | | \$ 4.05 | | \$ 4.14 | | | \$ 4.20 |
| | | | F 4.22 | | | | |
| \$ 3.50 | | | \$ 4.20 | | | Will Not Run May 30 July 4 Sept. 4 | MU |
| \$ 3.46 | 4.06 | | \$ 4.16 | | \$ 4.27 | | |
| \$ 3.42 | | | F 4.12 | | | | |
| \$ 3.38 | 4.00 | | \$ 4.09 | | \$ 4.20 | | |
| | | | | | 4.16 | | |
| \$ 3.34 | | | \$ 4.05 | | | | |
| | | | | | | | |
| | 3.53 | | | | 4.08 | | |
| | K 3.48 | | | | \$ 4.01 | | |
| | \$ 3.38 | | | | \$ 3.51 | | |
| | | | | | | \$ 4.15 | |
| | | | | | | \$ 4.09 | |
| | 3.29 | | | | | \$ 4.05 | |
| Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | | \$ 4.02 | Will Run Sunday and May 30 July 4 Sept. 4 |
| | | | | | | \$ 3.58 | |
| | | | | | | \$ 3.55 | |
| | 3.19 | | | | | \$ 3.52 | |
| | | | | | | \$ 3.50 | |
| | | | | | | \$ 3.48 | |
| | | | | | | \$ 3.46 | |
| | | | | | | \$ 3.45 | |
| | | | | | | | |
| | | | | | | \$ 3.44 | |
| | 3.13 | | | | | 3.43 | |
| | \$ 3.09 | | | | | \$ 3.40 | |
| | | | | | | | |
| | 3.04 | | | | | 3.36 | |
| | \$ 3.00 | | | | | | |
| | | | | | | \$ 3.33 | |
| | | | | | | | |
| | | | | | | \$ 3.30 | |
| | | | | | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Daily Ex. Sat. & Sun. | Daily | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Saturday Only | Saturday Only | Daily Ex. Sat. & Sun. | |
| ♣ 3746 | ♣ 218 | ♣ 1126 | ♣ 3748 | ♣ 5366 C. N. J. | ♣ 3846 | ♣ 518 | ♣ 4234 |

| STATIONS | FIRST CLASS | | | | |
|--------------------------|-----------------------|---------------|-----------------------|-----------------------|---------|
| | 3832 | 556 | 3750 | 3630 | 174 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| NEW YORK..... | \$ 5.15 | | \$ 5.32 | \$ 5.43 | \$ 6.00 |
| HUDSON..... | 5.03 | | 5.20 | 5.30 | 5.27 |
| NEWARK..... | \$ 5.00 | | \$ 5.17 | \$ 5.27 | \$ 5.24 |
| SOUTH ST. (Newark)..... | | | \$ 5.14 | \$ 5.25 | |
| HUNTER..... | 4.57 | | 5.13 | 5.24 | 5.19 |
| NORTH ELIZABETH..... | | | \$ 5.10 | \$ 5.21 | |
| ELIZABETH..... | \$ 4.53 | | \$ 5.07 | \$ 5.18 | |
| SOUTH ELIZABETH..... | 4.51 | | 5.05 | 5.16 | 5.15 |
| LINDEN..... | | | \$ 5.01 | \$ 5.12 | |
| NORTH RAHWAY..... | | | \$ 4.58 | \$ 5.09 | |
| RAHWAY..... | | | \$ 4.56 | \$ 5.07 | |
| UNION..... | 4.46 | | 4.54 | 5.05 | 5.11 |
| AVENEL..... | | | | \$ 5.02 | |
| EDGAR..... | | | | | |
| WOODBIDGE..... | | | | | |
| GENASCO..... | | | | | |
| WC..... | | | | 4.52 | |
| PERTH AMBOY..... | | | | \$ 4.49 | |
| SOUTH AMBOY..... | | | | \$ 4.45 | |
| COLONIA..... | | | | | |
| ISELIN..... | | | | | |
| METUCHEN..... | \$ 4.39 | | \$ 4.47 | MU | 5.06 |
| EDISON..... | | | \$ 4.43 | | |
| NEW BRUNSWICK..... | \$ 4.32 | | \$ 4.39 | | |
| COUNTY..... | 4.28 | | | | 5.00 |
| JERSEY AVENUE..... | | | \$ 4.35 | | |
| ADAMS..... | | | | | |
| DEANS..... | | | | | |
| MONMOUTH JCT..... | \$ 4.19 | | | | |
| PRINCETON JCT..... | \$ 4.12 | | | | |
| TRENTON..... | \$ 4.01 | | | | \$ 4.39 |
| MORRISVILLE..... | | \$ 4.25 | | | |
| LEVITTOWN-TULLYTOWN..... | | \$ 4.19 | | | |
| GRUNDY..... | | | | | 4.30 |
| BRISTOL..... | | \$ 4.15 | | | |
| CROYDON..... | Will Not Run | \$ 4.12 | Will Not Run | Will Not Run | |
| EDDINGTON..... | May 30 | | May 30 | May 30 | |
| CORNWELLS HEIGHTS..... | July 4 | \$ 4.08 | July 4 | July 4 | |
| ANDALUSIA..... | Sept. 4 | | Sept. 4 | Sept. 4 | |
| TORRESDALE..... | | \$ 4.05 | | | |
| HOLMESBURG JCT..... | | \$ 4.02 | | | 4.20 |
| TACONY..... | | \$ 4.00 | | | |
| WISSINOMING..... | | \$ 3.58 | | | |
| BRIDESBURG..... | | \$ 3.56 | | | |
| FRANKFORD..... | | \$ 3.55 | | | |
| UTICA AVENUE..... | | | | | |
| JERSEY..... | | | | | |
| FRANKFORD JCT..... | | \$ 3.54 | | | |
| SHORE..... | | 3.53 | | | 4.14 |
| NORTH PHILA..... | | \$ 3.50 | | | \$ 4.10 |
| ZOO..... | | 3.46 | | | 4.04 |
| PHILA.- Lower Level | | | | | 4.00 |
| 30th ST.- Upper Level | | \$ 3.43 | | | |
| Lower Level | | | | | \$ 3.55 |
| SUBURBAN STATION..... | | \$ 3.40 | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | Daily Ex. Sat. & Sun. | Saturday Only | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily |
| | ‡● 3832 | ● 556 | ‡● 3750 | ‡● 3630 | ● 174 |

| FIRST CLASS | | | | | | | |
|--|--|--|--|---------|--|--------------------------------------|--|
| 4252 | 3834 | 3752 | 520 | 54 | C. N. J. 5386 | 1061 | 1027 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| \$ 6.00 | \$ 6.04 | \$ 6.20 | | \$ 6.30 | C. N. J. Yd. Harrison 6.19 | | |
| 5.48 | 5.52 | 6.08 | | 6.18 | | | |
| \$ 5.45 | \$ 5.49 | \$ 6.05 | | # 6.15 | \$ 6.16 | | |
| | | | | \$ 6.05 | | | |
| 5.42 | 5.46 | 6.02 | | 6.02 | 6.12 | | |
| \$ 5.39 | | \$ 5.59 | | | | | |
| \$ 5.36 | \$ 5.42 | \$ 5.56 | | | | | |
| 5.34 | 5.40 | 5.54 | | 5.57 | 6.06 | | |
| \$ 5.30 | | \$ 5.51 | | | | | |
| | | M 5.49 | | | | | |
| \$ 5.26 | | \$ 5.46 | | | | | |
| 5.22 | 5.35 | 5.43 | | 5.52 | 6.00 | | |
| | | | | | | | |
| MU | MU | MU | MU | | | | |
| | | | | | 5.52 | | |
| | | | | | \$ 5.49 | | |
| | | | | | \$ 5.45 | | |
| | | \$ 5.40 | | | | | |
| \$ 5.19 | | \$ 5.38 | Will Not Run May 30 July 4 Sept. 4 | | | | |
| \$ 5.15 | \$ 5.29 | \$ 5.35 | | 5.47 | | | |
| \$ 5.11 | | \$ 5.31 | | | | | |
| \$ 5.07 | \$ 5.23 | \$ 5.27 | | 5.41 | | | |
| | 5.20 | | | | | | |
| \$ 5.03 | | \$ 5.23 | | | | | |
| | 5.17 | | | | | First Trip June 12 | |
| | | | | | | Last Trip Sept. 8 | |
| | \$ 5.10 | | | 5.34 | | | |
| | \$ 5.03 | | | 5.29 | | | |
| | \$ 4.52 | | | # 5.19 | | | |
| | | | \$ 5.15 | \$ 5.16 | | | |
| | | | F 5.07 | | | | |
| | | | \$ 5.04 | | | | |
| | | | | 5.07 | | | |
| Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | \$ 4.58 | | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 |
| | | | \$ 4.54 | | | | |
| | | | \$ 4.50 | | | | |
| | | | \$ 4.46 | | | | |
| | | | \$ 4.41 | 4.57 | | | |
| | | | \$ 4.39 | | | | |
| | | | \$ 4.37 | | | | |
| | | | \$ 4.35 | | | | |
| | | | \$ 4.33 | | | | |
| | | | | | | \$ 5.07 | \$ 5.17 |
| | | | | | | 4.58 | 5.08 |
| | | | \$ 4.32 | | | C 4.50 | C 5.00 |
| | | | 4.31 | 4.52 | | 4.49 | 4.59 |
| | | | \$ 4.28 | # 4.47 | | \$ 4.45 | \$ 4.55 |
| | | | | \$ 4.35 | | | |
| | | | 4.22 | 4.27 | | 4.40 | 4.50 |
| | | | | | | \$ 4.35 | \$ 4.45 |
| | | | \$ 4.18 | | | | |
| | | | | | | | |
| | | | \$ 4.15 | | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Daily | | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. |
| ● 4252 | ‡ 3834 | ‡ 3752 | ‡ 520 | ● 54 | ● 5386 C. N. J. | ‡ 1061 | ‡ 1027 |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | | |
|-------------------------|---|--|--|--|--|
| | 558 | 560 | 3634 | 522 | C. N. J. |
| | P. M. | P. M. | P. M. | P. M. | 5328 |
| NEW YORK | | | \$ 6.33 | | C. N. J. Yd. Harrison 6.21 |
| HUDSON | | | 6.20 | | |
| NEWARK | | | \$ 6.17 | | \$ 6.18 |
| SOUTH ST. (Newark) | | | | | |
| HUNTER | | | 6.15 | | 6.14 |
| NORTH ELIZABETH | | | \$ 6.12 | | |
| ELIZABETH | | | \$ 6.09 | | |
| SOUTH ELIZABETH | | | 6.07 | | 6.09 |
| LINDEN | | | \$ 6.03 | | |
| NORTH RAHWAY | | | \$ 6.00 | | |
| RAHWAY | | | \$ 5.58 | | |
| UNION | | | 5.56 | | 6.03 |
| AVENEL | | | \$ 5.53 | | |
| EDGAR | P. A. & W. Br. | | | | |
| WOODBIDGE | | | \$ 5.50 | MU | |
| GENASCO | | | | | |
| WC | N. Y. & L. B. R. R. | | 5.46 | | 5.55 |
| PERTH AMBOY | | | \$ 5.43 | | \$ 5.52 |
| SOUTH AMBOY | | | \$ 5.39 | | \$ 5.48 |
| COLONIA | | | | | |
| ISELIN | | Will Run Sunday and May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | |
| METUCHEN | | | MU | | |
| EDISON | | | | | |
| NEW BRUNSWICK COUNTY | | | | | |
| JERSEY AVENUE | | | | | |
| ADAMS | | | | | |
| DEANS | | | | | |
| MONMOUTH JCT. | | | G.O. 2310 Page 86 Col. 3 | | |
| PRINCETON JCT. | | | | | |
| TRENTON | \$ 5.25 | \$ 5.30 | | \$ 5.41 | |
| MORRISVILLE | | | | | |
| LEVITTOWN-TULLYTOWN | \$ 5.19 | \$ 5.24 | | \$ 5.34 | |
| GRUNDY | | | | | |
| BRISTOL | \$ 5.15 | \$ 5.20 | | \$ 5.29 | |
| CROYDON | \$ 5.12 | \$ 5.17 | | \$ 5.25 | |
| EDDINGTON | \$ 5.10 | | Will Not Run July 4 Sept. 4 | \$ 5.22 | Will Not Run May 30 July 4 Sept. 4 |
| CORNWELLS HEIGHTS | \$ 5.08 | \$ 5.13 | | \$ 5.20 | |
| ANDALUSIA | | | | | |
| TORRESDALE | \$ 5.05 | \$ 5.10 | | \$ 5.17 | |
| HOLMESBURG JCT. | \$ 5.02 | \$ 5.07 | | \$ 5.14 | |
| TACONY | \$ 5.00 | \$ 5.05 | | \$ 5.12 | |
| WISSINOMING | \$ 4.58 | \$ 5.03 | | \$ 5.10 | |
| BRIDESBURG | \$ 4.56 | \$ 5.01 | | \$ 5.08 | |
| FRANKFORD | \$ 4.55 | \$ 5.00 | | | |
| UTICA AVENUE | | | | | |
| JERSEY | | | | | |
| FRANKFORD JCT. | \$ 4.54 | \$ 4.59 | | \$ 5.06 | |
| SHORE | 4.53 | 4.58 | | 5.05 | |
| NORTH PHILA. | \$ 4.50 | \$ 4.55 | | \$ 5.01 | |
| ZOO | 4.46 | 4.51 | | 4.57 | |
| PHILA.- 30th ST. | { Lower Level Upper Level Lower Level | \$ 4.43 | \$ 4.48 | \$ 4.53 | |
| SUBURBAN STATION | | \$ 4.40 | \$ 4.45 | \$ 4.50 | |
| | P. M. Saturday Only ● 558 | P. M. ● 560 | P. M. Daily Ex. Sat. & Sun. #● 3634 | P. M. Daily Ex. Sat. & Sun. #● 522 | P. M. Daily Ex. Sat. & Sun. #● 5328 C. N. J. |

FIRST CLASS

| 220 | 1029 | 132 | 524 | 1063 | 526 | 3838 | 528 |
|-------------------|--|---------|--|--|--|---|--|
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| \$ 6.37 | | \$ 6.45 | | | | \$ 7.08 | |
| 6.25 | | 6.33 | | | | 6.56 | |
| \$ 6.22 | | \$ 6.30 | | | | \$ 6.53 | |
| | | | | | | | |
| 6.19 | | 6.27 | | | | 6.49 | |
| | | | | | | \$ 6.44 | |
| 6.15 | | 6.23 | | | | 6.42 | |
| | | | | | | \$ 6.39 | |
| | | | | | | \$ 6.35 | |
| 6.11 | | 6.19 | | | | 6.33 | |
| | | | | | | | |
| | | | MU | | MU | MU | MU |
| | | | | | | | |
| | | | | | | | |
| 6.06 | | 6.14 | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | \$ 6.29 \$ 6.25 N 6.21 \$ 6.18 6.15 | Will Not Run May 30 July 4 Sept. 4 |
| 6.00 | | 6.08 | | | | | |
| | | | | | | | |
| 5.53 | | | | | | 6.06 | |
| \$ 5.47 | | | | | | \$ 6.00 | |
| \$ 5.37 | | \$ 5.47 | | | | \$ 5.50 | |
| | | | \$ 5.53 | | \$ 5.58 | | \$ 6.10 |
| | | | \$ 5.46 | | \$ 5.52 | | \$ 6.04 |
| 5.29 | | 5.38 | | | \$ 5.47 | | \$ 6.00 |
| | Will Not Run May 30 July 4 Sept. 4 | | \$ 5.41 \$ 5.38 | Will Not Run May 30 July 4 Sept. 4 | | | \$ 5.57 |
| | | | \$ 5.34 | | | | \$ 5.53 |
| | | | | | \$ 5.39 | | \$ 5.51 |
| 5.19 | | 5.28 | 5.28 | | \$ 5.35 | | \$ 5.49 |
| | | | | | | | \$ 5.46 |
| | | | | | | | \$ 5.44 |
| | | | | | | | \$ 5.42 |
| | | | | | | | \$ 5.40 |
| | | | | | | | \$ 5.38 |
| | \$ 5.40 | | | \$ 5.50 | | | |
| | 5.27 | | | 5.38 | | | |
| | C 5.19 | | | C 5.30 | | | \$ 5.36 |
| 5.13 | 5.18 | 5.22 | 5.23 | 5.29 | 5.31 | | 5.35 |
| \$ 5.09 | \$ 5.14 | \$ 5.18 | 5.20 | \$ 5.25 | \$ 5.27 | | \$ 5.31 |
| 5.04 | 5.09 | 5.13 | 5.16 | 5.20 | 5.23 | | 5.27 |
| \$ 5.00 | \$ 5.04 | \$ 5.09 | | \$ 5.15 | | | \$ 5.23 |
| | | | | | \$ 5.19 | | |
| | | | \$ 5.09 | | \$ 5.16 | | \$ 5.20 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Daily Ex. Sat. | Daily Ex. Sat. & Sun. | Daily | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily | Daily Ex. Sat. & Sun. |
| ● 220 | ‡● 1029 | ● 132 | ‡● 524 | ‡● 1063 | ‡● 526 | ● 3838 | ‡● 528 |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | |
|--------------------------|--|--|---------|--|
| | 3858 | 1168 | 1031 | 530 |
| | P. M. | P. M. | P. M. | P. M. |
| NEW YORK..... | \$ 7.30 | \$ 7.25 | | |
| HUDSON..... | 7.18 | 7.13 | | |
| NEWARK..... | \$ 7.15 | \$ 7.10 | | |
| SOUTH ST. (Newark)..... | | | | |
| HUNTER..... | 7.12 | 7.07 | | |
| NORTH ELIZABETH..... | | | | |
| ELIZABETH..... | \$ 7.07 | \$ 7.02 | | |
| SOUTH ELIZABETH..... | 7.05 | 7.00 | | |
| LINDEN..... | | \$ 6.57 | | |
| NORTH RAHWAY..... | | | | |
| RAHWAY..... | \$ 6.59 | \$ 6.53 | | |
| UNION..... | 6.57 | 6.51 | | |
| AVENEL..... | | | | |
| EDGAR..... | P. A. & W. Br. | | | |
| WOODBIDGE..... | | \$ 6.46 | | |
| GENASCO..... | | | | |
| WC..... | N. Y. & L. B. R. R. | 6.41 | | |
| PERTH AMBOY..... | | \$ 6.38 | | |
| SOUTH AMBOY..... | | \$ 6.34 | | |
| COLONIA..... | | | | |
| ISELIN..... | | | | |
| METUCHEN..... | \$ 6.50 | G.O. 2327 Col. 2 Page 88 | | Will Not Run May 30 July 4 Sept. 4 |
| EDISON..... | | | | |
| NEW BRUNSWICK..... | \$ 6.43 | | | |
| COUNTY..... | 6.41 | | | |
| JERSEY AVENUE..... | | | | |
| ADAMS..... | | | | |
| DEANS..... | | | | |
| MONMOUTH JCT..... | 6.32 | | | |
| PRINCETON JCT..... | \$ 6.26 | | | |
| TRENTON..... | \$ 6.15 | | | \$ 6.27 |
| MORRISVILLE..... | | | | |
| LEVITTOWN-TULLYTOWN..... | | | | \$ 6.21 |
| GRUNDY..... | | | | |
| BRISTOL..... | | | | \$ 6.17 |
| CROYDON..... | Will Not Run May 30 July 4 Sept. 4 | Will Run Sat., Sun. and Nov. 23 Dec. 25 Jan. 1 Feb. 22 | | \$ 6.14 |
| EDDINGTON..... | | | | |
| CORNWELLS HEIGHTS..... | | | | \$ 6.10 |
| ANDALUSIA..... | | | | |
| TORRESDALE..... | | | | \$ 6.07 |
| HOLMESBURG JCT..... | | | | \$ 6.04 |
| TACONY..... | | | | \$ 6.02 |
| WISSINOMING..... | | | | \$ 6.00 |
| BRIDESBURG..... | | | | \$ 5.58 |
| FRANKFORD..... | | | | |
| UTICA AVENUE..... | | | \$ 6.07 | |
| JERSEY..... | | | 5.58 | |
| FRANKFORD JCT..... | | | \$ 5.50 | |
| SHORE..... | | | 5.49 | 5.55 |
| NORTH PHILA..... | | | \$ 5.45 | \$ 5.51 |
| ZOO..... | | | 5.39 | 5.47 |
| PHILA.-30th ST..... | Lower Level Upper Level Lower Level | | \$ 5.35 | |
| | | | | \$ 5.43 |
| | | | | |
| SUBURBAN STATION..... | | | | \$ 5.40 |
| | P. M. | P. M. | P. M. | P. M. |
| | Daily Ex. Sat. & Sun. | | Daily | Daily Ex. Sat. & Sun. |
| | ✱ 3858 | ● 1168 | ● 1031 | ✱ 530 |

| FIRST CLASS | | | | | | | |
|------------------|---------------------------------------|--|---|--|--|------------------|--------------------------------|
| 562 | 152 | 4254 | 222 | 532 | 3758 | 162 | NH168 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | \$ 7.20 | \$ 8.02 | \$ 7.45 | | \$ 8.15 | \$ 8.15 | \$ 8.15 |
| | 7.08 | 7.50 | 7.32 | | 8.03 | 8.03 | |
| | \$ 7.04 | \$ 7.47 | \$ 7.29 | | \$ 8.00 | \$ 8.00 | |
| | | | | | | | |
| | 7.00 | 7.43 | 7.26 | | 7.57 | 7.57 | |
| | | | | | \$ 7.54 | | |
| | | \$ 7.38 | | | \$ 7.51 | | |
| | | 7.36 | 7.22 | | 7.49 | 7.53 | |
| | | \$ 7.33 | | | \$ 7.46 | | |
| | | | | | \$ 7.43 | | |
| | | \$ 7.29 | | | \$ 7.41 | | |
| | 6.52 | 7.27 | 7.18 | | 7.39 | 7.49 | |
| | | | | | | | |
| MU | G.O. 2327 Col. 2 Page 89 | MU | G.O. 2327 Col. 4 Page 89 | MU | MU | | |
| | | | | | | | |
| | | | | | | | |
| | | \$ 7.23 | | Will Not Run May 30 July 4 Sept. 4 | \$ 7.33 | 7.44 | |
| | | \$ 7.19 | 7.13 | | | | |
| | | \$ 7.12 | \$ 7.07 | | \$ 7.26 | | |
| | 6.42 | 7.04 | | | | 7.38 | |
| | | \$ 7.08 | | | \$ 7.22 | | |
| | | | | | | | |
| | | | 6.57 | | | | G.O. 2312 Page 89 Col. 8 |
| | | | \$ 6.50 | | | | |
| | 6.22 | | \$ 6.40 | | | \$ 7.16 | |
| \$ 6.35 | | | | \$ 7.05 | | | |
| | | | | | | | |
| \$ 6.29 | | | | \$ 6.59 | | | |
| | | | | | | 7.08 | |
| \$ 6.25 | | | \$ 6.30 | \$ 6.55 | | | |
| \$ 6.22 | Will Not Run Dec. 24 Dec. 31 | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run Nov. 23 Dec. 25 Jan. 1 | \$ 6.52 | Will Not Run May 30 July 4 Sept. 4 | | |
| \$ 6.19 | | | | \$ 6.48 | | | |
| \$ 6.16 | | | | | | | |
| \$ 6.14 | | | | \$ 6.45 | | | |
| \$ 6.11 | 6.08 | | 6.20 | \$ 6.42 | | 6.58 | |
| \$ 6.09 | | | | \$ 6.40 | | | |
| \$ 6.07 | | | | \$ 6.38 | | | |
| \$ 6.05 | | | | \$ 6.36 | | | |
| | | | | | | | |
| | | | | | | | |
| \$ 6.04 | | | | \$ 6.34 | | | |
| 6.03 | 6.03 | | 6.15 | 6.33 | | 6.53 | |
| \$ 6.00 | \$ 5.59 | | \$ 6.10 | \$ 6.30 | | \$ 6.49 | |
| | | | | | | | |
| 5.56 | 5.55 | | 6.05 | 6.26 | | 6.45 | |
| \$ 5.53 | \$ 5.50 | | \$ 6.00 | | | \$ 6.41 | |
| | | | | \$ 6.23 | | | |
| \$ 5.50 | | | | \$ 6.20 | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Saturday Only | Daily Ex. Sat. | | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Saturday Only | Daily |
| ● 562 | ● 152 | ● 4254 | ● 222 | ● 532 | ● 3758 | ● 162 | NH168 |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | |
|---------------------|--|------------------|--|-------------------|
| | 3638 | 3778 | 298 | 3760 |
| | P. M. | P. M. | P. M. | P. M. |
| NEW YORK | \$ 8.35 | \$ 8.40 | \$ 8.42 | \$ 8.58 |
| HUDSON | 8.23 | 8.28 | 8.30 | 8.46 |
| NEWARK | \$ 8.20 | \$ 8.25 | \$ 8.27 | \$ 8.43 |
| SOUTH ST. (Newark) | | | | |
| HUNTER | 8.17 | 8.22 | 8.23 | 8.40 |
| NORTH ELIZABETH | | | | |
| ELIZABETH | \$ 8.12 | \$ 8.17 | | \$ 8.35 |
| SOUTH ELIZABETH | 8.09 | 8.15 | 8.19 | 8.33 |
| LINDEN | \$ 8.06 | \$ 8.11 | | \$ 8.29 |
| NORTH RAHWAY | | | | |
| RAHWAY | \$ 8.02 | \$ 8.07 | | \$ 8.25 |
| UNION | 8.00 | 8.05 | 8.15 | 8.23 |
| AVENEL | \$ 7.57 | | | |
| EDGAR | P. A. & W. Br. | | | |
| WOODBIDGE | | | | |
| GENASCO | \$ 7.54 | MU | | MU |
| WC | | | | |
| PERTH AMBOY | N. Y. & L. B. R. R. | 7.49 | | |
| SOUTH AMBOY | | \$ 7.46 | | |
| | | \$ 7.42 | | |
| COLONIA | | | | |
| ISELIN | | \$ 8.01 | | R 8.19 |
| METUCHEN | MU | \$ 7.57 | 8.10 | \$ 8.16 |
| EDISON | | | | |
| NEW BRUNSWICK | | \$ 7.50 | \$ 8.04 | \$ 8.09 |
| COUNTY | | | 8.01 | |
| JERSEY AVENUE | | \$ 7.46 | | \$ 8.05 |
| ADAMS | | | | |
| DEANS | | | | |
| MONMOUTH JCT. | | | 7.54 | |
| PRINCETON JCT. | | | \$ 7.48 | |
| TRENTON | | | \$ 7.38 | |
| MORRISVILLE | | | | |
| LEVITTOWN-TULLYTOWN | | | | |
| GRUNDY | | | 7.30 | |
| BRISTOL | | | | |
| CROYDON | Will Not Run May 30 July 4 Sept. 4 | | Will Run Sunday and May 30 July 4 Sept. 4 | |
| EDDINGTON | | | | |
| CORNWELLS HEIGHTS | | | | |
| ANDALUSIA | | | | |
| TORRESDALE | | | | |
| HOLMESBURG JCT. | | | 7.20 | |
| TACONY | | | | |
| WISSINOMING | | | Will Not Run Sept. 3 | |
| BRIDESBURG | | | | |
| FRANKFORD | | | | |
| UTICA AVENUE | | | | |
| JERSEY | | | | |
| FRANKFORD JCT. | | | | |
| SHORE | | | 7.14 | |
| NORTH PHILA. | | | \$ 7.10 | |
| ZOO | | | 7.04 | |
| PHILA.- | { Lower Level Upper Level Lower Level | | \$ 7.00 | |
| 30th ST. | | | | |
| | | | | |
| SUBURBAN STATION | | | | |
| | P. M. | P. M. | P. M. | P. M. |
| | Daily Ex. Sat. & Sun. | Saturday Only | | Daily Ex. Sat. |
| | • 3638 | • 3778 | • 298 | • 3760 |

| FIRST CLASS | | | | | | | |
|-------------|----------|-------------|----------|-------------|-------------|----------|----------|
| 154 | 272 | 3840 | 3850 | 534 | 3762 | 1190 | 16 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| \$ 8.55 | \$ 8.55 | \$ 9.03 | \$ 9.20 | ----- | \$ 9.30 | \$ 9.30 | \$ 9.35 |
| 8.43 | 8.43 | 8.52 | 9.07 | ----- | 9.17 | 9.18 | 9.12 |
| \$ 8.40 | \$ 8.40 | \$ 8.49 | \$ 9.04 | ----- | \$ 9.14 | \$ 9.15 | \$ 9.09 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 8.36 | 8.37 | 8.46 | 9.00 | ----- | 9.11 | 9.12 | 9.05 |
| ----- | ----- | ----- | \$ 8.57 | ----- | \$ 9.08 | ----- | ----- |
| ----- | ----- | ----- | \$ 8.54 | ----- | \$ 9.05 | \$ 9.07 | ----- |
| 8.32 | 8.33 | 8.42 | 8.52 | ----- | 9.03 | 9.05 | 9.01 |
| ----- | ----- | ----- | \$ 8.48 | ----- | \$ 8.59 | ----- | ----- |
| ----- | ----- | ----- | \$ 8.44 | ----- | \$ 8.55 | \$ 8.58 | ----- |
| 8.28 | 8.29 | 8.38 | 8.42 | ----- | 8.53 | 8.56 | 8.57 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| ----- | ----- | MU | MU | MU | MU | \$ 8.51 | ----- |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| ----- | ----- | ----- | ----- | ----- | ----- | 8.46 | ----- |
| ----- | ----- | ----- | ----- | ----- | ----- | \$ 8.43 | ----- |
| ----- | ----- | ----- | ----- | ----- | ----- | \$ 8.39 | ----- |
| ----- | ----- | ----- | \$ 8.38 | Will Not | \$ 8.49 | ----- | ----- |
| 8.23 | 8.24 | 8.33 | \$ 8.34 | Run | \$ 8.45 | ----- | 8.52 |
| ----- | ----- | ----- | ----- | May 30 | ----- | ----- | ----- |
| ----- | ----- | \$ 8.27 | \$ 8.27 | July 4 | \$ 8.38 | ----- | ----- |
| 8.17 | 8.18 | 8.24 | 8.24 | Sept. 4 | ----- | ----- | 8.46 |
| ----- | ----- | ----- | ----- | ----- | \$ 8.34 | ----- | ----- |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 8.10 | 8.11 | 8.16 | 8.16 | ----- | ----- | ----- | 8.39 |
| 8.05 | 8.06 | \$ 8.10 | \$ 8.10 | ----- | ----- | ----- | 8.34 |
| \$ 7.55 | \$ 7.55 | \$ 8.00 | \$ 8.00 | ----- | ----- | ----- | \$ 8.24 |
| ----- | ----- | ----- | ----- | \$ 8.15 | ----- | ----- | ----- |
| ----- | ----- | ----- | ----- | \$ 8.09 | ----- | ----- | ----- |
| 7.47 | 7.47 | ----- | ----- | ----- | ----- | ----- | 8.15 |
| ----- | ----- | ----- | ----- | \$ 8.05 | ----- | ----- | ----- |
| ----- | ----- | Will Not | ----- | \$ 8.02 | Will Not | Will Run | ----- |
| ----- | ----- | Run | ----- | ----- | Run | Sunday | ----- |
| ----- | ----- | May 30 | ----- | ----- | May 30 | and | ----- |
| ----- | ----- | July 4 | ----- | \$ 7.58 | July 4 | May 30 | ----- |
| ----- | ----- | Sept. 4 | ----- | ----- | Sept. 4 | July 4 | ----- |
| ----- | ----- | ----- | ----- | \$ 7.55 | ----- | Sept. 4 | ----- |
| 7.37 | 7.37 | ----- | ----- | \$ 7.52 | ----- | ----- | 8.05 |
| ----- | ----- | ----- | ----- | \$ 7.50 | ----- | ----- | ----- |
| ----- | ----- | ----- | ----- | \$ 7.48 | ----- | ----- | ----- |
| ----- | ----- | ----- | ----- | \$ 7.46 | ----- | ----- | ----- |
| ----- | ----- | ----- | ----- | \$ 7.45 | ----- | ----- | ----- |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 7.31 | 7.31 | ----- | ----- | \$ 7.44 | ----- | ----- | 7.59 |
| \$ 7.27 | \$ 7.27 | ----- | ----- | 7.43 | ----- | ----- | # 7.55 |
| ----- | ----- | ----- | ----- | \$ 7.40 | ----- | ----- | \$ 7.53 |
| 7.22 | 7.22 | ----- | ----- | ----- | ----- | ----- | 7.45 |
| \$ 7.17 | \$ 7.17 | ----- | ----- | 7.36 | ----- | ----- | ----- |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| ----- | ----- | ----- | ----- | \$ 7.33 | ----- | ----- | ----- |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| ----- | ----- | ----- | ----- | \$ 7.30 | ----- | ----- | ----- |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Daily | Saturday | Daily Ex. | Saturday | Daily Ex. | Daily Ex. | ----- | Daily |
| Ex. Sat. | Only | Sat. & Sun. | Only | Sat. & Sun. | Sat. & Sun. | ----- | Ex. Sat. |
| ● 154 | ● 272 | ● 3840 | ● 3850 | ● 534 | ● 3762 | ● 1190 | ◇ 16 |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | | |
|--------------------------|--------------------------------------|--|--|--|--|
| | 284 P. M. | 164 P. M. | 1130 P. M. | 156 P. M. | |
| NEW YORK..... | \$ 9.47 | \$ 9.55 | \$10.00 | \$10.15 | |
| HUDSON..... | 9.35 | 9.42 | 9.48 | 10.03 | |
| NEWARK..... | \$ 9.32 | \$ 9.39 | \$ 9.45 | #10.00 | |
| | | | | \$ 9.53 | |
| SOUTH ST. (Newark)..... | | | | | |
| HUNTER..... | 9.28 | 9.36 | 9.42 | 9.50 | |
| NORTH ELIZABETH..... | | | | | |
| ELIZABETH..... | | | \$ 9.37 | | |
| SOUTH ELIZABETH..... | 9.24 | 9.32 | 9.34 | 9.46 | |
| LINDEN..... | | | | | |
| NORTH RAHWAY..... | | | | | |
| RAHWAY..... | | | | | |
| UNION..... | 9.20 | 9.28 | 9.28 | 9.42 | |
| AVENEL..... | | | | | |
| EDGAR..... | | | | | |
| WOODBIDGE..... | | | | | |
| GENASCO..... | | | | | |
| WO..... | | | 9.19 | | |
| PERTH AMBOY..... | | | \$ 9.16 | | |
| SOUTH AMBOY..... | | | \$ 9.12 | | |
| COLONIA..... | | | | | |
| ISELIN..... | | | | | |
| METUCHEN..... | 9.15 | 9.23 | | 9.37 | |
| EDISON..... | | | | | |
| NEW BRUNSWICK..... | \$ 9.09 | | | | |
| COUNTY..... | 9.05 | 9.17 | | 9.32 | |
| JERSEY AVENUE..... | | | | | |
| ADAMS..... | | | | | |
| DEANS..... | | | | | |
| MONMOUTH JCT..... | 8.58 | 9.10 | | 9.25 | |
| PRINCETON JCT..... | \$ 8.51 | 9.05 | | 9.20 | |
| TRENTON..... | \$ 8.41 | \$ 8.55 | | # 9.10 | |
| | | | | \$ 9.07 | |
| MORRISVILLE..... | | | | | |
| LEVITTOWN-TULLYTOWN..... | | | | | |
| GRUNDY..... | | 8.44 | | 8.59 | |
| BRISTOL..... | \$ 8.30 | | | | |
| CROYDON..... | | Will Run Saturday Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | |
| EDDINGTON..... | Will Run Sunday and Sept. 4 | | | | |
| CORNWELLS HEIGHTS..... | | | | | |
| ANDALUSIA..... | | | | | |
| TORRESDALE..... | | | | | |
| HOLMESBURG JCT..... | 8.20 | 8.34 | | 8.49 | |
| TACONY..... | | | | | |
| WISSINOMING..... | Will Not Run Sept. 3 | | | | |
| BRIDESBURG..... | | | | | |
| FRANKFORD..... | | | | | |
| UTICA AVENUE..... | | | | | |
| JERSEY..... | | | | | |
| FRANKFORD JCT..... | | | | | |
| SHORE..... | 8.14 | 8.28 | | 8.44 | |
| NORTH PHILA..... | \$ 8.10 | \$ 8.24 | | \$ 8.39 | |
| ZOO..... | 8.04 | 8.18 | | 8.34 | |
| PHILA.-30th ST..... | \$ 8.00 | \$ 8.14 | | # 8.29 | |
| | Lower Level | | | | |
| | Upper Level | | | | |
| | Lower Level | | | \$ 8.19 | |
| SUBURBAN STATION..... | | | | | |
| | P. M. | P. M. | P. M. | P. M. | |
| | | | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | |
| | ±•284 | •164 | ±•1130 | ±•156 | |

FIRST CLASS

| 4210 | 3842 | | 536 | 564 | 282 | 1170 | 3766 |
|--|--|--------------------------------|-------------------|------------------|--|------------------|--|
| P. M. | P. M. | | P. M. | P. M. | P. M. | P. M. | P. M. |
| \$10.18 | \$10.31 | | | | \$11.10 | \$11.15 | \$11.25 |
| 10.06 | 10.19 | | | | 10.58 | 11.03 | 11.13 |
| \$10.03 | \$10.16 | | | | \$10.55 | \$11.00 | \$11.10 |
| | | | | | | | |
| 10.00 | 10.13 | | | | 10.52 | 10.57 | 11.07 |
| \$ 9.57 | \$10.10 | | | | | | \$11.04 |
| \$ 9.54 | \$10.07 | | | | \$10.47 | \$10.52 | \$11.01 |
| 9.52 | 10.05 | | | | 10.45 | 10.50 | 10.58 |
| \$ 9.48 | \$10.01 | | | | | | \$10.55 |
| | | | | | | | |
| \$ 9.44 | \$ 9.57 | | | | \$10.38 | \$10.44 | \$10.52 |
| 9.42 | 9.55 | | | | 10.36 | 10.42 | 10.50 |
| | | | | | | | |
| MU | MU | | MU | MU | Will Run Sunday and May 30 July 4 Sept. 4 | \$10.38 | MU |
| | | | | | | 10.33 | |
| | | | | | | \$10.30 | |
| | | | | | | \$10.26 | |
| | | | | | | | W10.47 |
| | \$ 9.51 | | | | | | W10.44 |
| \$ 9.35 | \$ 9.48 | | | | \$10.29 | | \$10.40 |
| | | | | | | | W10.36 |
| \$ 9.28 | \$ 9.41 | | | | \$10.22 | | \$10.32 |
| 9.25 | 9.38 | | | | 10.19 | | |
| | | | | | | | \$10.28 |
| | | | | | | | |
| | | | | | | | |
| 9.16 | 9.29 | | | | 10.12 | | |
| \$ 9.10 | \$ 9.23 | | | | \$10.06 | | |
| \$ 8.59 | \$ 9.12 | | | | \$ 9.56 | | |
| | | | \$ 9.35 | \$ 9.50 | | | |
| | | | | | | | |
| | | | \$ 9.29 | \$ 9.40 | | | |
| | | | | | | | |
| Will Run Saturday Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | G.O. 2327 Col. 3 Page 93 | \$ 9.25 | \$ 9.34 | F 9.45 | | Will Not Run May 30 July 4 Sept. 4 |
| | | | \$ 9.22 | \$ 9.30 | | | |
| | | | \$ 9.18 | \$ 9.26 | Will Not Run Sept. 3 | | |
| | | | \$ 9.15 | \$ 9.22 | | | |
| | | | \$ 9.12 | \$ 9.17 | 9.35 | | |
| | | | \$ 9.10 | \$ 9.15 | | | |
| | | | \$ 9.08 | \$ 9.13 | | | |
| | | | \$ 9.06 | \$ 9.11 | | | |
| | | | | | | | |
| | | | \$ 9.04 | \$ 9.07 | | | |
| | | | 9.03 | 9.06 | 9.29 | | |
| | | | \$ 9.00 | \$ 9.02 | \$ 9.25 | | |
| | | | | | | | |
| | | | 8.56 | 8.56 | 9.20 | | |
| | | | | | \$ 9.15 | | |
| | | | \$ 8.53 | \$ 8.53 | | | |
| | | | | | | | |
| | | | \$ 8.50 | \$ 8.50 | | | |
| P. M. | P. M. | | P. M. | P. M. | P. M. | P. M. | P. M. |
| | Daily Ex. Sat. & Sun. | | Daily Ex. Sat. | Saturday Only | | Saturday Only | Daily Ex. Sun. |
| ● 4210 | ● 3842 | | ● 536 | ● 564 | ● 282 | ● 1170 | ● 3766 |

PHILADELPHIA TO NEW YORK

| STATIONS | FIRST CLASS | | | | |
|--------------------------|--|--|--|--|--|
| | NH180 P. M. | 166 P. M. | 158 P. M. | 538 P. M. | |
| NEW YORK..... | \$11.25 | \$11.20 | \$11.30 | | |
| HUDSON..... | | 11.08 | 11.18 | | |
| NEWARK..... | | \$11.05 | \$11.15 | | |
| SOUTH ST. (Newark)..... | | | | | |
| HUNTER..... | | 11.02 | 11.11 | | |
| NORTH ELIZABETH..... | | | \$11.05 | | |
| ELIZABETH..... | | 10.58 | 11.03 | | |
| SOUTH ELIZABETH..... | | | | | |
| LINDEN..... | | | | | |
| NORTH RAHWAY..... | | | | | |
| RAHWAY..... | | 10.54 | 10.59 | | |
| UNION..... | | | | | |
| AVENEL..... | | | | | |
| EDGAR..... | P. A. & W. Br. | | | | |
| WOODBIDGE..... | | | | MU | |
| GENASCO..... | | | | | |
| WC..... | N. Y. & L. B. R. R. | | | | |
| PERTH AMBOY..... | | | | | |
| SOUTH AMBOY..... | | | | | |
| COLONIA..... | | | | | |
| ISELIN..... | | | | Will Not Run May 30 July 4 Sept. 4 | |
| METUCHEN..... | | 10.49 | 10.54 | | |
| EDISON..... | | | \$10.48 | | |
| NEW BRUNSWICK..... | | 10.43 | 10.45 | | |
| COUNTY..... | | | | | |
| JERSEY AVENUE..... | | | | | |
| ADAMS..... | | | | | |
| DEANS..... | | | | | |
| MONMOUTH JCT..... | | 10.36 | 10.37 | | |
| PRINCETON JCT..... | | 10.31 | \$10.32 | | |
| TRENTON..... | | \$10.21 | \$10.21 | \$10.37 | |
| MORRISVILLE..... | | | | \$10.31 | |
| LEVITTOWN-TULLYTOWN..... | | 10.13 | 10.13 | | |
| GRUNDY..... | | | | \$10.27 | |
| BRISTOL..... | | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | \$10.24 | |
| CROYDON..... | | | | \$10.20 | |
| EDDINGTON..... | | | | \$10.17 | |
| CORNWELLS HEIGHTS..... | | | | \$10.15 | |
| ANDALUSIA..... | | | | | |
| TORRESDALE..... | | | | | |
| HOLMESBURG JCT..... | | 10.03 | 10.03 | \$10.12 | |
| TACONY..... | | | | \$10.10 | |
| WISSINOMING..... | | Will Not Run Sept. 3 | Will Run Sept. 3 | \$10.08 | |
| BRIDESBURG..... | | | | \$10.06 | |
| FRANKFORD..... | | | | \$10.05 | |
| UTICA AVENUE..... | | | | | |
| JERSEY..... | | | | | |
| FRANKFORD JCT..... | | | | \$10.04 | |
| SHORE..... | | 9.57 | 9.58 | 10.03 | |
| NORTH PHILA..... | | \$ 9.53 | \$ 9.53 | \$10.00 | |
| ZOO..... | | 9.47 | 9.48 | 9.56 | |
| PHILA.- 30th ST..... | Lower Level Upper Level Lower Level | \$ 9.43 | \$ 9.43 | \$ 9.53 | |
| SUBURBAN STATION..... | | | | \$ 9.50 | |
| | P. M. Daily Ex. Sat. & Sun. ● NH180 | P. M. ● 166 | P. M. Daily Ex. Ex. Sun. ● 158 | P. M. Daily Ex. Sat. & Sun. ● 538 | |

| FIRST CLASS | | | | | | |
|---|---|---|---------|---------|---|--|
| 1132 | 1192 | 540 | 3768 | 160 | 542 | |
| P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | |
| \$11.40 | \$11.55 | | \$12.35 | \$ 1.35 | | |
| 11.28 | 11.43 | | 12.23 | 1.23 | | |
| \$11.25 | \$11.40 | | \$12.20 | # 1.19 | | |
| | | | | \$ 1.09 | | |
| 11.22 | 11.37 | | 12.16 | 1.07 | | |
| \$11.18 | \$11.32 | | \$12.11 | | | |
| 11.16 | 11.29 | | 12.09 | 1.03 | | |
| | \$11.25 | | \$12.06 | | | |
| \$11.10 | \$11.21 | | \$12.02 | | | |
| 11.08 | 11.19 | | 12.00 | 12.59 | | |
| | | | | | | |
| \$11.03 | \$11.14 | MU | MU | | MU | |
| 10.59 | 11.09 | | | | | |
| \$10.56 | \$11.06 | | | | | |
| \$10.52 | \$11.02 | | | | | |
| | | Will Not Run May 30 July 4 Sept. 4 | \$11.57 | | Will Not Run May 30 July 4 Sept. 4 | |
| | | | \$11.53 | 12.54 | | |
| | | | \$11.46 | \$12.48 | | |
| | | | | 12.45 | | |
| | | | \$11.42 | | | |
| | | | | 12.38 | | |
| | | | | 12.33 | | |
| | | | | #12.23 | | |
| | | \$11.40 | | \$12.20 | \$12.55 | |
| | | \$11.34 | | | \$12.45 | |
| | | \$11.30 | | 012.11 | \$12.39 | |
| Will Not Run May 30 July 4 Sept. 4 | Will Run Sunday and May 30 July 4 Sept. 4 | \$11.27 | | | \$12.35 | |
| | | \$11.23 | | | \$12.31 | |
| | | \$11.20 | | | \$12.27 | |
| | | \$11.17 | | 12.02 | \$12.22 | |
| | | \$11.15 | | | \$12.20 | |
| | | \$11.13 | | | \$12.18 | |
| | | \$11.11 | | | \$12.16 | |
| | | | | | W12.14 | |
| | | | | | | |
| | | \$11.09 | | | \$12.12 | |
| | | 11.08 | | 11.56 | 12.11 | |
| | | \$11.05 | | #11.52 | \$12.07 | |
| | | | | \$11.49 | | |
| | | 11.01 | | 11.44 | 12.02 | |
| | | | | 11.40 | | |
| | | \$10.58 | | \$11.32 | \$11.58 | |
| | | \$10.55 | | | \$11.55 | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |
| Daily Ex. Sat. & Sun. | | Daily Ex. Sat. & Sun. | Daily | Daily | Daily Ex. Sun. | |
| #● 1132 | ● 1192 | #● 540 | ● 3768 | 160 | #● 542 | |

PHILADELPHIA TO WASHINGTON

| STATIONS | FIRST CLASS | | | |
|----------------------|--|--|----------------|--|
| | #● 939 | #195 | 191 | #● 405 |
| | Daily Ex. Mon. A. M. | Daily Ex. Mon. A. M. | Daily A. M. | Daily Ex. Sat. & Sun. A. M. |
| SUBURBAN STATION | \$12.35 | | | |
| PHILA.-30th-ST | \$12.38 | E 1.07 | E 2.21 | |
| Lower Level | | # 1.30 | # 2.45 | |
| Upper Level | | | | |
| Lower Level | | | | |
| ARSENAL | 12.41 | 1.33 | 2.48 | |
| BRILL | 12.44 | 1.36 | 2.51 | |
| DARBY | \$12.46 | | | |
| CURTIS PARK | \$12.47 | Will Not Run May 31 July 5 Sept. 5 | | |
| SHARON HILL | \$12.48 | | | |
| FOLCROFT | \$12.49 | | | |
| GLENOLDEN | \$12.51 | | | |
| NORWOOD | \$12.52 | | | |
| MOORE | \$12.54 | | | |
| RIDLEY PARK | \$12.56 | | | |
| CRUM LYNNE | \$12.58 | | | |
| BALDWIN | 1.00 | 1.43 | 2.58 | |
| EDDYSTONE | \$ 1.01 | | | |
| CHESTER | \$ 1.04 | | | |
| LAMOKIN ST. | \$ 1.06 | | | |
| HIGHLAND AVE. | \$ 1.08 | | | |
| TRAINER | | | | |
| HOOK | 1.11 | 1.47 | 3.02 | |
| MARCUS HOOK | \$ 1.12 | | | |
| NAAMAN | | | | |
| CLAYMONT | \$ 1.17 | | | |
| BELLEVUE | | | | |
| BELL (Ches. Div.) | 1.22 | 1.52 | 3.07 | |
| EDGE MOOR | | | | |
| WILMINGTON | \$ 1.30 | E 1.57 | E 3.12 | |
| | | # 2.04 | # 3.17 | |
| WEST YARD | | 2.07 | 3.20 | |
| DAVIS | MU | 2.15 | 3.28 | MU |
| NEWARK | | | | |
| ELKTON | | | | |
| NORTH EAST | | 2.25 | 3.36 | |
| PERRYVILLE | | 2.32 | 3.43 | |
| HAVRE-DE-GRAVE | | | | |
| OAK | Will Not Run May 31 July 5 Sept. 5 | 2.36 | 3.47 | Will Not Run May 30 July 4 Sept. 4 |
| ABERDEEN | | | | |
| PERRYMAN | | | | |
| EDGEWOOD | | 2.46 | 3.56 | |
| HAREWOOD PARK | | | | |
| MIDDLE RIVER | | | | |
| STEMMER'S RUN | | | | |
| BAY | | 2.59 | 4.09 | |
| UNION JUNCTION | | | | |
| BALTIMORE | | E 3.04 | E 4.15 | |
| | | # 3.23 | # 4.35 | \$ 6.20 |
| FULTON | | 3.28 | 4.40 | 6.25 |
| EDMONDSON | | | | \$ 6.27 |
| FREDERICK ROAD | | | | \$ 6.31 |
| HALETHORPE | | | | \$ 6.35 |
| ODENTON | | 3.40 | 4.53 | \$ 6.49 |
| JERICHO PARK | | | | \$ 6.57 |
| BOWIE | | 3.45 | 5.00 | \$ 7.02 |
| SEABROOK | | | | \$ 7.07 |
| LANHAM | | | | F 7.09 |
| LANDOVER | | 3.52 | 5.06 | \$ 7.13 |
| CHEVERLY | | | | \$ 7.17 |
| NEW YORK AVE. (W.T.) | | 4.02 | 5.12 | 7.24 |
| WASHINGTON | | E 4.05 | E 5.15 | \$ 7.27 |
| | A. M. | A. M. | A. M. | A. M. |
| | 939 | 195 | 191 | 405 |

FIRST CLASS

| | ◇177 Daily Ex. Sun. A. M. | ✱407 Daily Ex. Sat. & Sun. A. M. | ●951 A. M. | ✱901 Daily Ex. Sat. & Sun. A. M. | ✱903 Daily Ex. Sat. & Sun. A. M. | 548 Daily A. M. | ✱401 Daily Ex. Sat. & Sun. A. M. |
|--|------------------------------------|--|--|--|--|--------------------------------|---|
| | | | \$ 6.20 | \$ 6.20 | \$ 7.00 | | |
| | \$ 5.09 | | \$ 6.23 | \$ 6.23 | \$ 7.03 | | \$ 7.10 |
| | # 5.19 | | | | | | 7.13 |
| | 5.22 | | 6.26 | 6.26 | 7.06 | | 7.16 |
| | 5.25 | | 6.29 | 6.29 | 7.09 | | |
| | | | \$ 6.31 | \$ 6.31 | \$ 7.11 | | Will Not Run Nov. 23 Dec. 25 Jan. 1 |
| | | | \$ 6.32 | \$ 6.33 | \$ 7.13 | | |
| | | | \$ 6.33 | \$ 6.34 | \$ 7.15 | | |
| | | | \$ 6.34 | \$ 6.35 | \$ 7.17 | | |
| | | | \$ 6.36 | \$ 6.37 | \$ 7.19 | | |
| | | | \$ 6.37 | \$ 6.39 | \$ 7.21 | | |
| | | | \$ 6.38 | \$ 6.41 | \$ 7.23 | | |
| | | | \$ 6.40 | \$ 6.42 | \$ 7.25 | | |
| | | | \$ 6.41 | \$ 6.43 | \$ 7.27 | | |
| | 5.32 | | 6.42 | 6.44 | \$ 7.28 | | 7.23 |
| | | | \$ 6.43 | \$ 6.46 | \$ 7.30 | | \$ 7.26 |
| | | | \$ 6.45 | \$ 6.49 | \$ 7.32 | | |
| | | | \$ 6.47 | \$ 6.51 | \$ 7.34 | | |
| | | | \$ 6.49 | \$ 6.53 | \$ 7.36 | | |
| | | | \$ 6.51 | \$ 6.55 | \$ 7.38 | | 7.30 |
| | 5.36 | | 6.52 | 6.56 | 7.39 | | |
| | | | \$ 6.53 | \$ 6.57 | \$ 7.40 | | G.O. 2327 Col. 8 Page 97 |
| | | | \$ 6.57 | \$ 7.01 | \$ 7.43 | | |
| | | | | \$ 6.59 | | | |
| | 5.41 | | 7.00 | 7.07 | 7.47 | | 7.34 |
| | | | | \$ 7.10 | \$ 7.50 | | |
| | \$ 5.46 | | \$ 7.07 | \$ 7.15 | \$ 7.55 | | \$ 7.40 |
| | # 5.49 | | | | | | 7.43 |
| | 5.52 | | | | | | \$ 7.51 |
| | 6.00 | MU | MU | MU | MU | | |
| | | | | | | | 8.02 |
| | 6.09 | | | | | | \$ 8.10 |
| | 6.16 | | | | | | |
| | 6.20 | Will Not Run May 30 July 4 Sept. 4 | Will Run Saturday Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | G.O. 2338 Page 97 Col. 7 | 8.17 |
| | Y 6.24 | | | | | | \$ 8.20 |
| | 6.34 | | | | | | \$ 8.31 |
| | | | | | | | |
| | 6.47 | | | | | | 8.46 |
| | | | | | | | |
| | \$ 6.53 | | | | | \$ 9.10 | |
| | 7.03 | \$ 7.05 | | | | 9.25 | \$ 8.54 |
| | 7.08 | 7.10 | | | | 9.30 | 8.59 |
| | | \$ 7.12 | | | | | |
| | | \$ 7.16 | | | | | |
| | | \$ 7.20 | | | | | |
| | 7.21 | \$ 7.34 | | | | 9.44 | 9.14 |
| | 7.28 | \$ 7.42 | | | | 9.49 | 9.21 |
| | | \$ 7.47 | | | | | |
| | 7.35 | 7.51 | | | | 9.56 | 9.28 |
| | | | | | | | |
| | 7.42 | 7.59 | | | | 10.07 | 9.35 |
| | \$ 7.45 | \$ 8.02 | | | | \$10.10 | \$ 9.38 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | 177 | 407 | 951 | 901 | 903 | 548 | 401 |

PHILADELPHIA TO WASHINGTON

| STATIONS | FIRST CLASS | | | | |
|-------------------------------|---------------------------|-----------------------------------|-----------------------------------|----------------------------|----------|
| | ● 953 Saturday Only | ± 905 Daily Ex. Sat. & Sun. | ± 907 Daily Ex. Sat. & Sun. | ± 131 Daily Ex. Sun. | |
| | A. M. | A. M. | A. M. | A. M. | |
| SUBURBAN STATION... | \$ 7.30 | \$ 7.35 | \$ 8.00 | | |
| PHILA.-30th-ST. { Lower Level | | | | | |
| Upper Level | \$ 7.33 | \$ 7.38 | \$ 8.03 | | |
| Lower Level | | | | \$ 8.10 | |
| ARSENAL | 7.36 | 7.41 | 8.06 | 8.13 | |
| BRILL | 7.39 | 7.44 | 8.09 | 8.16 | |
| DARBY | \$ 7.41 | \$ 7.46 | \$ 8.11 | | |
| CURTIS PARK | \$ 7.42 | \$ 7.47 | \$ 8.12 | | Will Not |
| SHARON HILL | \$ 7.43 | \$ 7.49 | \$ 8.14 | | Run |
| FOLCROFT | \$ 7.44 | \$ 7.51 | \$ 8.16 | | May 30 |
| GLENOLDEN | \$ 7.46 | \$ 7.53 | \$ 8.18 | | July 4 |
| NORWOOD | \$ 7.47 | \$ 7.55 | \$ 8.20 | | Sept. 4 |
| MOORE | \$ 7.48 | \$ 7.57 | \$ 8.22 | | |
| RIDLEY PARK | \$ 7.50 | \$ 7.59 | \$ 8.24 | | |
| CRUM LYNNE | \$ 7.51 | \$ 8.01 | \$ 8.26 | | |
| BALDWIN | \$ 7.52 | \$ 8.03 | \$ 8.28 | 8.23 | |
| EDDYSTONE | \$ 7.53 | \$ 8.05 | \$ 8.30 | | |
| CHESTER | \$ 7.55 | \$ 8.07 | \$ 8.32 | | |
| LAMOKIN ST. | \$ 7.57 | \$ 8.09 | \$ 8.34 | | |
| HIGHLAND AVE. | \$ 7.59 | \$ 8.11 | \$ 8.36 | | |
| TRAINER | \$ 8.01 | \$ 8.13 | | | |
| HOOK | 8.02 | 8.14 | 8.39 | 8.27 | |
| MARCUS HOOK | \$ 8.03 | \$ 8.15 | \$ 8.40 | | |
| NAAMAN | | \$ 8.17 | | | |
| CLAYMONT | \$ 8.07 | \$ 8.19 | \$ 8.43 | | |
| BELLEVUE | | | | | |
| BELL (Ches. Div.) | 8.10 | 8.22 | 8.47 | 8.32 | |
| EDGE MOOR | \$ 8.12 | \$ 8.25 | | | |
| WILMINGTON | \$ 8.17 | \$ 8.30 | \$ 8.55 | \$ 8.38 | |
| WEST YARD | | | | 8.41 | |
| DAVIS | MU | MU | MU | 8.49 | |
| NEWARK | | | | | |
| ELKTON | | | | | |
| NORTH EAST | | | | 8.58 | |
| PERRYVILLE | | | | 9.05 | |
| HAVRE-DE-GRACE | | | | | |
| OAK | | Will Not | Will Not | 9.09 | |
| ABERDEEN | | Run | Run | | |
| PERRYMAN | | May 30 | May 30 | | |
| EDGEWOOD | | July 4 | July 4 | 9.19 | |
| HAREWOOD PARK | | Sept. 4 | Sept. 4 | | |
| MIDDLE RIVER | | | | | |
| STEMMER'S RUN | | | | | |
| BAY | | | | 9.32 | |
| UNION JUNCTION | | | | | |
| BALTIMORE | | | | \$ 9.39 | |
| FULTON | | | | 9.44 | |
| EDMONDSON | | | | | |
| FREDERICK ROAD | | | | | |
| HALETHORPE | | | | | |
| ODENTON | | | | 9.58 | |
| JERICO PARK | | | | | |
| BOWIE | | | | 10.04 | |
| SEABROOK | | | | | |
| LANHAM | | | | | |
| LANDOVER | | | | 10.10 | |
| CHEVERLY | | | | | |
| NEW YORK AVE. (W.T.) | | | | 10.17 | |
| WASHINGTON | | | | \$10.20 | |
| | A. M. | A. M. | A. M. | A. M. | |
| | 953 | 905 | 907 | 131 | |

FIRST CLASS

| ●127 Daily P. M. | ●971 Saturday Only A. M. | ●909 Daily Ex. Sat. & Sun. A. M. | ●111 Daily A. M. | ●911 Daily A. M. | ●403 Daily Ex. Sun. & Mon. A. M. | ●115 Daily A. M. | ●913 Daily A. M. |
|------------------------|-----------------------------------|--|------------------------|------------------------|---|------------------------|------------------------|
| | \$ 8.20 | \$ 8.25 | | \$ 9.40 | | | \$11.10 |
| | | | \$ 9.35 | | | \$11.05 | |
| P12.09 | \$ 8.23 | \$ 8.28 | # 9.39 | \$ 9.43 | \$10.40 | #11.09 | \$11.13 |
| 12.12 | 8.26 | 8.31 | 9.42 | 9.46 | 10.43 | 11.12 | 11.16 |
| 12.15 | 8.29 | 8.34 | 9.45 | 9.49 | 10.47 | 11.15 | 11.19 |
| | \$ 8.31 | | | \$ 9.51 | | | \$11.21 |
| | \$ 8.32 | | | \$ 9.52 | | | \$11.22 |
| | \$ 8.33 | | | \$ 9.53 | | | \$11.23 |
| | \$ 8.34 | | | \$ 9.54 | | | \$11.24 |
| | \$ 8.36 | | | \$ 9.56 | | | \$11.26 |
| | \$ 8.37 | | | \$ 9.57 | | | \$11.27 |
| | \$ 8.38 | | | \$ 9.58 | | | \$11.28 |
| | \$ 8.40 | | | \$10.00 | | | \$11.30 |
| | \$ 8.41 | | | \$10.01 | | | \$11.31 |
| 12.24 | 8.42 | \$ 8.42 | 9.53 | \$10.02 | 10.54 | 11.22 | 11.32 |
| | \$ 8.43 | | | | | | \$11.33 |
| G.O. 233f | \$ 8.45 | \$ 8.45 | | \$10.04 | \$10.57 | | \$11.35 |
| Col. 1 | \$ 8.47 | | | \$10.06 | | | \$11.37 |
| Page 99 | | | | \$10.08 | | | \$11.39 |
| 12.28 | | 8.50 | 9.57 | 10.10 | 11.01 | 11.26 | 11.41 |
| | | | | \$10.11 | | | \$11.42 |
| | | | | \$10.14 | | | \$11.45 |
| 12.33 | | 8.53 | 10.02 | 10.18 | 11.05 | 11.31 | 11.48 |
| | | | | MM 10.20 | | | MM 11.50 |
| | | \$ 9.00 | | \$10.25 | \$11.11 | | \$11.55 |
| P12.38 | | | \$10.08 | | #11.25 | \$11.37 | |
| 12.41 | | | 10.11 | | 11.28 | 11.40 | |
| 12.49 | MU | MU | 10.19 | MU | 11.40 | 11.48 | MU |
| | | | | | | | |
| 12.59 | | | 10.27 | | 11.55 | 11.57 | |
| 1.06 | | | 10.35 | | \$12.05 | 12.04 | |
| 1.10 | | Will Not Run May 30 July 4 Sept. 4 | 10.39 | | 12.09 | 12.08 | |
| | | | | | \$12.13 | | |
| 1.20 | | | 10.49 | | 12.23 | 12.18 | |
| | | | | | | | |
| 1.33 | | | 11.02 | | 12.37 | 12.32 | |
| | | | | | | | |
| P 1.39 | | | \$11.09 | | \$12.43 | | |
| 1.44 | | | 11.14 | | # 1.00 | \$12.38 | |
| | | | | | 1.05 | 12.43 | |
| | | | | | | | |
| 1.58 | | | 11.28 | | 1.19 | 12.57 | |
| 2.03 | | | 11.33 | | 1.24 | 1.02 | |
| | | | | | | | |
| 2.10 | | | 11.40 | | 1.30 | 1.09 | |
| | | | | | | | |
| 2.16 | | | 11.47 | | 1.37 | 1.17 | |
| P 2.20 | | | \$11.50 | | \$ 1.40 | \$ 1.20 | |
| P. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. |
| 127 | 971 | 909 | 111 | 911 | 403 | 115 | 913 |

PHILADELPHIA TO WASHINGTON

| STATIONS | FIRST CLASS | | | | |
|----------------------|---|--------------------|----------------------------|---------------------------|--------------|
| | ● 973 Daily Ex. Sun. | ● 121 Daily | ● 915 Daily Ex. Sat. | ● 955 Saturday Only | 107 Daily |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN STATION | \$12.20 | | \$ 1.20 | \$ 1.20 | |
| PHILA.-30th-ST. | Lower Level \$12.23 Upper Level Lower Level | \$12.36 # 12.38 | \$ 1.23 | \$ 1.23 | P 2.01 |
| ARSENAL | 12.26 | 12.41 | 1.26 | 1.26 | 2.04 |
| BRILL | 12.29 | 12.44 | 1.29 | 1.29 | 2.07 |
| DARBY | \$12.31 | | \$ 1.31 | \$ 1.31 | |
| CURTIS PARK | \$12.32 | | \$ 1.32 | \$ 1.32 | |
| SHARON HILL | \$12.33 | | \$ 1.33 | \$ 1.34 | |
| FOLCROFT | \$12.34 | | \$ 1.34 | \$ 1.36 | |
| GLENOLDEN | \$12.36 | | \$ 1.36 | \$ 1.38 | |
| NORWOOD | \$12.37 | | \$ 1.37 | \$ 1.40 | |
| MOORE | \$12.38 | | \$ 1.38 | \$ 1.42 | |
| RIDLEY PARK | \$12.40 | | \$ 1.40 | \$ 1.44 | |
| CRUM LYNNE | \$12.41 | | \$ 1.41 | \$ 1.46 | |
| BALDWIN | 12.42 | 12.51 | 1.42 | 1.48 | 2.16 |
| EDDYSTONE | \$12.43 | | \$ 1.43 | \$ 1.50 | |
| CHESTER | \$12.45 | | \$ 1.45 | \$ 1.52 | |
| LAMOKIN ST. | \$12.47 | | \$ 1.47 | \$ 1.54 | |
| HIGHLAND AVE. | | | \$ 1.49 | \$ 1.56 | |
| TRAINER | | | | | |
| HOOK | | 12.55 | 1.51 | 1.59 | 2.20 |
| MARCUS HOOK | | | \$ 1.52 | \$ 2.00 | |
| NAAMAN | | | | | |
| CLAYMONT | | | \$ 1.55 | \$ 2.03 | |
| BELLEVUE | | | | | |
| BELL (Ches. Div.) | | 1.00 | 1.58 | 2.06 | 2.25 |
| EDGE MOOR | | | \$ 2.00 | \$ 2.09 | |
| WILMINGTON | | \$ 1.06 | \$ 2.05 | \$ 2.14 | P 2.30 |
| WEST YARD | | 1.09 | | | 2.33 |
| DAVIS | MU | 1.17 | MU | MU | 2.41 |
| NEWARK | | | | | |
| ELKTON | | | | | |
| NORTH EAST | | 1.26 | | | 2.50 |
| PERRYVILLE | | 1.33 | | | 2.57 |
| HAVRE-DE-GRACE | | | | | |
| OAK | Will Not Run May 30 July 4 Sept. 4 | 1.38 | | | 3.01 |
| ABERDEEN | | | | | |
| PERRYMAN | | | | | |
| EDGEWOOD | | 1.48 | | | 3.10 |
| HAREWOOD PARK | | | | | |
| MIDDLE RIVER | | | | | |
| STEMMER'S RUN | | | | | |
| BAY | | 2.02 | | | 3.24 |
| UNION JUNCTION | | | | | |
| BALTIMORE | | \$ 2.08 | | | P 3.30 |
| FULTON | | 2.13 | | | 3.35 |
| EDMONDSON | | | | | |
| FREDERICK ROAD | | | | | |
| HALETHORPE | | | | | |
| ODENTON | | 2.27 | | | 3.49 |
| JERICHO PARK | | | | | |
| BOWIE | | 2.32 | | | 3.54 |
| SEABROOK | | | | | |
| LANHAM | | | | | |
| LANDOVER | | 2.39 | | | 4.01 |
| CHEVERLY | | | | | |
| NEW YORK AVE. (W.T.) | | 2.47 | | | 4.07 |
| WASHINGTON | \$ 2.50 | | | | P 4.10 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 973 | 121 | 915 | 955 | 107 |

G.O. 2336
Col. 5
Page 100

| FIRST CLASS | | | | | | | |
|------------------------------------|--|-----------------------------------|--|--|---|--|-----------------------|
| ◇171 Daily P. M. | ◆941 Daily Ex. Sat. & Sun. P. M. | ●975 Saturday Only P. M. | ●957 P. M. | ◆917 Daily Ex. Sun. P. M. | ◇149 Daily P. M. | ◆419 Daily Ex. Sun. P. M. | 113 Daily P. M. |
| \$ 2.22 | \$ 2.30 | \$ 2.30 | \$ 3.15 | \$ 3.15 | | \$ 4.20 | |
| # 2.25 | \$ 2.33 | \$ 2.33 | \$ 3.18 | \$ 3.18 | \$ 3.35 | \$ 4.23 | \$ 4.30 |
| 2.28 | 2.36 | 2.36 | 3.21 | 3.21 | 3.38 | 4.26 | 4.33 |
| 2.31 | 2.39 | 2.39 | 3.24 | 3.24 | 3.41 | 4.29 | 4.36 |
| Open Baggage Car 30th St. | \$ 2.41 | \$ 2.41 | \$ 3.26 | \$ 3.26 | Sealed Baggage Car Daily Ex. Sun. and May 30 July 4 Sept. 4 | \$ 4.31 | |
| | \$ 2.42 | \$ 2.42 | \$ 3.27 | \$ 3.27 | | \$ 4.32 | |
| | \$ 2.44 | \$ 2.43 | \$ 3.28 | \$ 3.29 | | \$ 4.34 | |
| | \$ 2.46 | \$ 2.44 | \$ 3.29 | \$ 3.31 | | \$ 4.36 | |
| | \$ 2.48 | \$ 2.46 | \$ 3.31 | \$ 3.33 | | \$ 4.38 | |
| | \$ 2.50 | \$ 2.47 | \$ 3.32 | \$ 3.35 | | \$ 4.40 | |
| | \$ 2.52 | \$ 2.48 | \$ 3.33 | \$ 3.37 | | \$ 4.42 | |
| | \$ 2.54 | \$ 2.50 | \$ 3.35 | \$ 3.39 | | \$ 4.44 | |
| | \$ 2.56 | \$ 2.51 | \$ 3.36 | \$ 3.41 | | \$ 4.46 | |
| 2.38 | 2.58 | 2.52 | \$ 3.37 | \$ 3.43 | 3.48 | 4.49 | 4.43 |
| | \$ 3.00 | \$ 2.53 | \$ 3.38 | \$ 3.45 | | \$ 4.51 | |
| | \$ 3.02 | \$ 2.55 | \$ 3.40 | \$ 3.47 | | \$ 4.54 | |
| | \$ 3.04 | \$ 2.57 | \$ 3.42 | \$ 3.49 | | \$ 4.56 | |
| | \$ 3.06 | | \$ 3.44 | \$ 3.52 | | \$ 4.58 | |
| 2.42 | 3.09 | | 3.46 | 3.57 | 3.52 | 5.00 | 4.47 |
| | \$ 3.10 | | \$ 3.47 | \$ 3.58 | | \$ 5.02 | |
| | | | \$ 3.50 | \$ 4.02 | | \$ 5.05 | |
| 2.47 | 3.17 | | 3.53 | 4.06 | 3.57 | 5.08 | 4.52 |
| | | | | \$ 4.09 | | W 5.10 | |
| | 3.24 | | \$ 4.00 | \$ 4.15 | | \$ 5.17 | |
| \$ 2.53 | | | | | \$ 4.04 | 5.25 | \$ 4.58 |
| 2.56 | | | | | 4.07 | 5.28 | 5.01 |
| 3.04 | MU | MU | MU | MU | 4.15 | MU | 5.08 |
| | | | | | | W 5.39 | |
| 3.13 | | | | | 4.25 | | 5.18 |
| 3.20 | | | | | 4.32 | | 5.25 |
| 3.24 | Will Not Run May 30 July 4 Sept. 4 | | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | 4.36 | Will Not Run May 30 July 4 Sept. 4 | 5.30 |
| \$ 3.27 | | | | | | | |
| 3.37 | | | | | 4.45 | | 5.40 |
| 3.52 | | | | | 4.59 | | 5.54 |
| \$ 3.58 | | | | | \$ 5.05 | | \$ 6.00 |
| 4.03 | | | | | 5.10 | | 6.05 |
| 4.18 | | | | | 5.24 | | 6.19 |
| 4.23 | | | | | 5.29 | | 6.24 |
| 4.30 | | | | | 5.36 | | 6.31 |
| 4.37 | | | | | 5.42 | | 6.37 |
| \$ 4.40 | | | | | \$ 5.45 | | \$ 6.40 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 171 | 941 | 975 | 957 | 917 | 149 | 419 | 113 |

PHILADELPHIA TO WASHINGTON

| STATIONS | FIRST CLASS | | | |
|---------------------------|-------------|--|---------|--|
| | ●173 | ±●919 | 105 | ±●977 |
| | Daily | Daily Ex. Sat. & Sun. | Daily | Daily Ex. Sat. & Sun. |
| | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN STATION..... | | \$ 4.44 | | \$ 5.04 |
| PHILA.- { Lower Level | | | | |
| 30th-ST. { Upper Level | | \$ 4.47 | | \$ 5.07 |
| { Lower Level | \$ 4.39 | | \$ 4.53 | |
| ARSENAL..... | 4.42 | 4.50 | 4.56 | 5.10 |
| BRILL..... | 4.45 | 4.53 | 4.59 | 5.13 |
| DARBY..... | | \$ 4.55 | | \$ 5.15 |
| CURTIS PARK..... | | \$ 4.57 | | \$ 5.17 |
| SHARON HILL..... | | \$ 4.58 | | \$ 5.19 |
| FOLCROFT..... | | \$ 5.00 | | |
| GLENOLDEN..... | | \$ 5.02 | | \$ 5.21 |
| NORWOOD..... | | \$ 5.04 | | |
| MOORE..... | | \$ 5.06 | | \$ 5.23 |
| RIDLEY PARK..... | | \$ 5.08 | | \$ 5.25 |
| CRUM LYNNE..... | | \$ 5.10 | | \$ 5.27 |
| BALDWIN..... | 4.52 | \$ 5.12 | 5.06 | 5.29 |
| EDDYSTONE..... | | \$ 5.14 | | \$ 5.31 |
| CHESTER..... | | \$ 5.17 | | \$ 5.34 |
| LAMOKIN ST..... | | \$ 5.19 | | \$ 5.38 |
| HIGHLAND AVE..... | | \$ 5.21 | | |
| TRAINER..... | | \$ 5.23 | | |
| HOOK..... | 4.56 | 5.25 | 5.12 | |
| MARCUS HOOK..... | | \$ 5.29 | | |
| NAAMAN..... | | \$ 5.33 | | |
| CLAYMONT..... | | | | |
| BELLEVUE..... | | | | |
| BELL (Ches. Div.)..... | 5.02 | 5.36 | 5.17 | |
| EDGE MOOR..... | | \$ 5.39 | | |
| WILMINGTON..... | \$ 5.08 | \$ 5.44 | \$ 5.22 | |
| WEST YARD..... | 5.11 | | 5.25 | |
| DAVIS..... | 5.19 | MU | 5.33 | MU |
| NEWARK..... | | | | |
| ELKTON..... | | | | |
| NORTH EAST..... | 5.29 | | 5.42 | |
| PERRYVILLE..... | 5.36 | | 5.49 | |
| HAVRE-DE-GRACE..... | | | | |
| OAK..... | 5.40 | Will Not Run May 30 July 4 Sept. 4 | 5.53 | Will Not Run May 30 July 4 Sept. 4 |
| ABERDEEN..... | | | | |
| PERRYMAN..... | | | | |
| EDGEWOOD..... | 5.50 | | 6.02 | |
| HAREWOOD PARK..... | | | | |
| MIDDLE RIVER..... | | | | |
| STEMMER'S RUN..... | | | | |
| BAY..... | 6.04 | | 6.15 | |
| UNION JUNCTION..... | | | | |
| BALTIMORE..... | \$ 6.09 | | \$ 6.23 | |
| FULTON..... | 6.14 | | 6.28 | |
| EDMONDSON..... | | | | |
| FREDERICK ROAD..... | | | | |
| HALETHORPE..... | | | | |
| ODENTON..... | 6.28 | | 6.42 | |
| JERICHO PARK..... | | | | |
| BOWIE..... | 6.33 | | 6.48 | |
| SEABROOK..... | | | | |
| LANHAM..... | | | | |
| LANDOVER..... | 6.39 | | 6.54 | |
| CHEVERLY..... | | | | |
| NEW YORK AVE. (W.T.)..... | 6.47 | | 7.02 | |
| WASHINGTON..... | \$ 6.50 | | \$ 7.05 | |
| | P. M. | P. M. | P. M. | P. M. |
| | 173 | 919 | 105 | 977 |

| FIRST CLASS | | | | | | | |
|---|---|--|---|--|---|---|--|
| #921 Daily Ex. Sat. & Sun. P. M. \$ 5.07 \$ 5.10 5.13 5.17 \$ 5.35 5.38 5.41 \$ 5.49 MU Will Not Run May 30 July 4 Sept. 4 | #923 Daily Ex. Sat. & Sun. P. M. \$ 5.13 \$ 5.16 5.20 5.23 \$ 5.30 \$ 5.33 \$ 5.36 5.38 \$ 5.43 \$ 5.48 5.51 \$ 5.58 MU Will Not Run May 30 July 4 Sept. 4 | #925 Daily Ex. Sun. P. M. \$ 5.27 \$ 5.30 5.33 5.37 \$ 5.39 \$ 5.41 \$ 5.43 \$ 5.45 \$ 5.47 \$ 5.49 \$ 5.51 \$ 5.53 \$ 5.55 5.57 \$ 5.59 6.01 \$ 6.03 \$ 6.05 6.09 \$ 6.11 \$ 6.14 6.18 \$ 6.26 G.O. 2327 Col. 3 Page 103 | #959 P. M. \$ 5.25 \$ 5.28 5.31 5.34 \$ 5.36 \$ 5.37 \$ 5.38 \$ 5.39 \$ 5.41 \$ 5.42 \$ 5.43 \$ 5.45 \$ 5.46 5.47 \$ 5.48 \$ 5.50 \$ 5.52 \$ 5.54 5.56 \$ 5.57 \$ 6.00 6.03 6.09 \$ 6.09 MU Will Run Sunday and May 30 July 4 Sept. 4 | #101 Daily P. M. P 5.22 5.25 5.28 5.34 5.35 5.40 5.45 5.55 5.58 6.06 6.15 6.22 6.26 6.35 6.49 6.55 7.01 7.15 7.20 7.27 7.33 P 7.40 P. M. 101 | #927 Daily Ex. Sat. & Sun. P. M. \$ 5.40 \$ 5.43 5.46 5.49 \$ 5.51 \$ 5.52 \$ 5.54 \$ 5.56 \$ 5.58 \$ 6.00 \$ 6.02 \$ 6.05 \$ 6.07 6.10 \$ 6.12 \$ 6.15 \$ 6.18 \$ 6.21 6.23 \$ 6.25 6.32 6.39 MU Will Not Run May 30 July 4 Sept. 4 | #153 Daily P. M. \$ 5.50 # 5.52 5.54 5.57 G.O. 2327 Col. 7 Page 103 6.03 6.07 6.13 6.21 6.29 6.37 6.42 6.45 6.53 7.04 7.12 7.18 7.30 7.35 7.40 7.46 \$ 7.50 P. M. 153 | #961 P. M. \$ 6.20 \$ 6.23 6.26 6.29 \$ 6.31 \$ 6.32 \$ 6.33 \$ 6.34 \$ 6.36 \$ 6.37 \$ 6.38 \$ 6.40 \$ 6.41 \$ 6.42 \$ 6.43 \$ 6.45 \$ 6.47 \$ 6.49 6.51 \$ 6.52 \$ 6.55 6.58 G 7.00 \$ 7.05 MU Will Run Saturday Sunday and May 30 July 4 Sept. 4 |
| 921 | 923 | 925 | 959 | 101 | 927 | 153 | 961 |

PHILADELPHIA TO WASHINGTON

| STATIONS | FIRST CLASS | | | |
|---------------------------|--------------------------|---------|-------------------|----------------|
| | • 929 | • 175 | • 931 | • 159 |
| | Daily Ex. Sat. & Sun. | Daily | Daily Ex. Sat. | Sunday Only |
| | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN STATION..... | \$ 6.20 | | \$ 7.30 | |
| PHILA.-30th-ST..... | | | | |
| Lower Level | | | | |
| Upper Level | \$ 6.23 | | \$ 7.33 | |
| Lower Level | | \$ 7.24 | | \$ 8.07 |
| ARSENAL..... | 6.26 | 7.27 | 7.36 | 8.10 |
| BRILL..... | 6.29 | 7.30 | 7.39 | 8.13 |
| DARBY..... | \$ 6.31 | | \$ 7.41 | |
| CURTIS PARK..... | \$ 6.33 | | \$ 7.42 | |
| SHARON HILL..... | \$ 6.35 | | \$ 7.43 | |
| FOLCROFT..... | \$ 6.37 | | \$ 7.44 | |
| GLENOLDEN..... | \$ 6.39 | | \$ 7.46 | |
| NORWOOD..... | \$ 6.41 | | \$ 7.47 | |
| MOORE..... | \$ 6.43 | | \$ 7.48 | |
| RIDLEY PARK..... | \$ 6.45 | | \$ 7.50 | |
| CRUM LYNNE..... | \$ 6.47 | | \$ 7.51 | |
| BALDWIN..... | 6.49 | 7.37 | 7.52 | 8.20 |
| EDDYSTONE..... | \$ 6.51 | | \$ 7.53 | |
| CHESTER..... | \$ 6.53 | | \$ 7.55 | |
| LAMOKIN ST..... | \$ 6.55 | | \$ 7.57 | |
| HIGHLAND AVE..... | \$ 6.57 | | \$ 7.59 | |
| TRAINER..... | | | | |
| HOOK..... | 6.59 | 7.41 | 8.01 | 8.24 |
| MARCUS HOOK..... | \$ 7.01 | | \$ 8.02 | |
| NAAMAN..... | | | | |
| CLAYMONT..... | \$ 7.05 | | \$ 8.05 | |
| BELLEVIEW..... | | | | |
| BELL (Ches. Div.)..... | 7.09 | 7.46 | 8.08 | 8.29 |
| EDGE MOOR..... | \$ 7.12 | | | |
| WILMINGTON..... | \$ 7.17 | | \$ 8.14 | |
| WEST YARD..... | | \$ 7.52 | | \$ 8.36 |
| DAVIS..... | MU | 7.55 | MU | 8.39 |
| NEWARK..... | | 8.03 | | 8.47 |
| ELKTON..... | | | | |
| NORTH EAST..... | | 8.13 | | 8.57 |
| PERRYVILLE..... | | R 8.20 | | 9.04 |
| HAVRE-DE-GRACE..... | | | | |
| OAK..... | Will Not Run | 8.24 | Will Not Run | 9.08 |
| ABERDEEN..... | May 30 | | May 30 | |
| PERRYMAN..... | July 4 | | July 4 | |
| EDGEWOOD..... | Sept. 4 | 8.34 | Sept. 4 | 9.18 |
| HAREWOOD PARK..... | | | | |
| MIDDLE RIVER..... | | | | |
| STEMMER'S RUN..... | | | | |
| BAY..... | | 8.47 | | 9.32 |
| UNION JUNCTION..... | | | | |
| BALTIMORE..... | | | | |
| FULTON..... | | \$ 8.53 | | \$ 9.40 |
| EDMONDSON..... | | 8.58 | | 9.45 |
| FREDERICK ROAD..... | | | | |
| HALETHORPE..... | | | | |
| ODENTON..... | | 9.12 | | 9.58 |
| JERICHO PARK..... | | | | |
| BOWIE..... | | 9.18 | | 10.05 |
| SEABROOK..... | | | | |
| LANHAM..... | | | | |
| LANDOVER..... | | 9.25 | | 10.11 |
| CHEVERLY..... | | | | |
| NEW YORK AVE. (W.T.)..... | | 9.32 | | 10.17 |
| WASHINGTON..... | \$ 9.35 | | \$ 10.20 | |
| | P. M. | P. M. | P. M. | P. M. |
| | 929 | 175 | 931 | 159 |

| FIRST CLASS | | | | | | | |
|-------------|-----------------------------------|--|------------------------|------------------------------------|-----------------------|------------------------|--------------------------------------|
| | 137 Daily Ex. Sun. P. M. | •933 Daily Ex. Sun. P. M. | •155 Daily P. M. | •935 Daily Ex. Sat. P. M. | 141 Daily P. M. | •937 Daily P. M. | •161 P. M. |
| | | \$ 8.30 | | \$ 9.40 | | \$11.20 | |
| | \$ 8.16 | | \$ 9.06 | \$10.51 | | | |
| | | \$ 8.33 | | \$ 9.43 | | \$11.23 | |
| | 8.26 | | # 9.10 | | 11.01 | | \$11.46 |
| | 8.29 | 8.36 | 9.13 | 9.46 | 11.04 | 11.26 | 11.49 |
| | 8.32 | 8.39 | 9.16 | 9.49 | 11.07 | 11.29 | 11.52 |
| | | \$ 8.41 | | \$ 9.51 | | \$11.31 | |
| | | \$ 8.42 | | \$ 9.52 | | \$11.32 | |
| | | \$ 8.43 | | \$ 9.53 | | \$11.33 | Will Run Sunday and Sept. 4 |
| | | \$ 8.45 | | \$ 9.55 | | \$11.34 | |
| | | \$ 8.47 | | \$ 9.57 | | \$11.36 | |
| | | \$ 8.49 | | \$ 9.59 | | \$11.37 | Will Not Run Sept. 3 |
| | | \$ 8.51 | | \$10.01 | | \$11.38 | |
| | | \$ 8.53 | | \$10.03 | | \$11.40 | |
| | | \$ 8.55 | | \$10.05 | | \$11.41 | |
| | 8.39 | 8.57 | 9.23 | 10.07 | 11.14 | 11.42 | 12.00 |
| | | \$ 8.59 | | \$10.09 | | \$11.43 | |
| | | \$ 9.01 | | \$10.11 | | \$11.45 | |
| | | \$ 9.03 | | \$10.13 | | \$11.47 | |
| | | \$ 9.05 | | \$10.15 | | \$11.49 | |
| | 8.43 | 9.07 | 9.27 | 10.17 | 11.18 | 11.51 | 12.04 |
| | | \$ 9.09 | | \$10.19 | | \$11.52 | |
| | | \$ 9.12 | | \$10.22 | | \$11.55 | |
| | 8.48 | 9.17 | 9.32 | 10.27 | 11.23 | 11.58 | 12.08 |
| | | \$ 9.20 | | WW 10.30 | | WW 12.00 | |
| | \$ 8.54 | \$ 9.25 | | \$10.35 | \$11.29 | \$12.05 | |
| | 8.59 | | \$ 9.39 | | # 11.36 | | \$12.15 |
| | 9.02 | | 9.42 | | 11.39 | | 12.18 |
| | 9.10 | MU | 9.50 | MU | 11.47 | MU | 12.26 |
| | | | | | | | |
| | 9.20 | | 10.00 | | 11.57 | | 12.36 |
| | 9.27 | | 10.07 | | 12.04 | | 12.43 |
| | 9.31 | Will Not Run May 30 July 4 Sept. 4 | 10.11 | | 12.08 | | 12.47 |
| | | | | | | | •12.51 |
| | 9.41 | | 10.21 | | 12.18 | | \$ 1.01 |
| | | | | | | | |
| | 9.54 | | 10.34 | | 12.31 | | 1.16 |
| | | | | | | | |
| | \$10.00 | | | | \$12.37 | | |
| | 10.10 | | \$10.40 | | # 12.47 | | \$ 1.26 |
| | 10.15 | | 10.45 | | 12.52 | | 1.31 |
| | | | | | | | |
| | 10.28 | | 10.59 | | 1.06 | | \$ 1.44 |
| | 10.35 | | 11.04 | | 1.12 | | 1.54 |
| | | | | | | | |
| | 10.41 | | 11.10 | | 1.19 | | 2.01 |
| | | | | | | | |
| | 10.47 | | 11.17 | | 1.32 | | 2.07 |
| | \$10.50 | | \$11.20 | | \$ 1.35 | | \$ 2.10 |
| | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. |
| | 137 | 933 | 155 | 935 | 141 | 937 | 161 |

WASHINGTON TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|----------------------|---------------------|---------|------------------------------------|------------------------------------|
| | 108 | 118 | 900 | 902 |
| | A. M. | A. M. | A. M. | A. M. |
| SUBURBAN STATION | | | \$ 6.30 | \$ 7.10 |
| PHILA.-30th-ST. | Lower Level # 4.42 | 6.15 | \$ 6.26 | \$ 7.06 |
| | Upper Level \$ 4.32 | DC 6.12 | | |
| | Lower Level 4.29 | 6.08 | 6.23 | 7.01 |
| ARSENAL | 4.26 | 6.06 | 6.20 | 6.58 |
| BRILL | | | \$ 6.18 | \$ 6.56 |
| DARBY | | | \$ 6.17 | \$ 6.54 |
| CURTIS PARK | | | \$ 6.16 | \$ 6.53 |
| SHARON HILL | | | \$ 6.15 | \$ 6.51 |
| FOLCROFT | | | \$ 6.13 | \$ 6.50 |
| GLENOLDEN | | | \$ 6.12 | \$ 6.48 |
| NORWOOD | | | \$ 6.11 | \$ 6.47 |
| MOORE | | | \$ 6.09 | \$ 6.45 |
| RIDLEY PARK | | | \$ 6.08 | \$ 6.43 |
| CRUM LYNNE | 4.19 | 5.53 | 6.07 | 6.41 |
| BALDWIN | | | \$ 6.06 | \$ 6.39 |
| EDDYSTONE | | | \$ 6.04 | \$ 6.37 |
| CHESTER | | | \$ 6.02 | \$ 6.35 |
| LAMOKIN ST. | | | \$ 6.00 | \$ 6.33 |
| HIGHLAND AVE. | | | | |
| TRAINER | 4.14 | 5.48 | 5.58 | 6.30 |
| HOOK | | | \$ 5.57 | \$ 6.28 |
| MARCUS HOOK | | | \$ 5.54 | |
| NAAMAN | | | | |
| CLAYMONT | | | | |
| BELLEVUE | | | | |
| BELL (Ches. Div.) | 4.10 | 5.44 | 5.61 | 6.21 |
| EDGE MOOR | | | | |
| WILMINGTON | # 4.00 | D 5.35 | \$ 5.44 | 6.13 |
| | \$ 3.55 | | | |
| WEST YARD | 3.52 | 5.31 | | |
| DAVIS | 3.44 | 5.23 | MU | MU |
| NEWARK | | | | |
| ELKTON | | | | |
| NORTH EAST | 3.35 | 5.13 | | |
| PERRYVILLE | 3.28 | 5.06 | | |
| HAVRE-DE-GRACE | | | | |
| OAK | 3.24 | 5.02 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 |
| ABERDEEN | | | | |
| PERRYMAN | | | | |
| EDGEWOOD | 3.14 | 4.52 | | |
| HAREWOOD PARK | | | | |
| MIDDLE RIVER | | | | |
| STEMMER'S RUN | | | | |
| BAY | 3.01 | 4.38 | | |
| UNION JUNCTION | | | | |
| BALTIMORE | # 2.55 | D 4.32 | | |
| | \$ 2.40 | | | |
| FULTON | 2.35 | 4.26 | | |
| EDMONDSON | | | | |
| FREDERICK ROAD | | | | |
| HALETHORPE | | | | |
| ODENTON | 2.21 | 4.12 | | |
| JERICO PARK | | | | |
| BOWIE | 2.16 | 4.06 | | |
| SEABROOK | | | | |
| LANHAM | | | | |
| LANDOVER | 2.09 | 3.59 | | |
| CHEVERLY | | | | |
| NEW YORK AVE. (W.T.) | 2.03 | 3.53 | | |
| WASHINGTON | \$ 2.00 | \$ 3.50 | | |
| | A. M. | A. M. | A. M. | A. M. |
| | Daily | Daily | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. |
| | 108 | • 118 | ± 900 | ± 902 |

[illegible]

WASHINGTON TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|---------------------------|-------------|-------------|---------|-------------|
| | 954 | 974 | 114 | 912 |
| | A. M. | A. M. | A. M. | A. M. |
| SUBURBAN STATION..... | \$ 8.38 | \$ 8.43 | | \$ 8.59 |
| PHILA.-30th-ST..... | | | 8.45 | |
| Lower Level | \$ 8.34 | \$ 8.39 | | \$ 8.55 |
| Upper Level | | | \$ 8.43 | |
| Lower Level | | | | |
| ARSENAL..... | 8.31 | 8.35 | 8.39 | 8.51 |
| BRILL..... | 8.28 | 8.32 | 8.36 | 8.48 |
| DARBY..... | \$ 8.25 | \$ 8.30 | | |
| CURTIS PARK..... | \$ 8.23 | \$ 8.28 | | |
| SHARON HILL..... | \$ 8.21 | \$ 8.26 | | \$ 8.44 |
| FOLCROFT..... | \$ 8.19 | \$ 8.24 | | |
| GLENOLDEN..... | \$ 8.17 | \$ 8.22 | | |
| NORWOOD..... | \$ 8.15 | \$ 8.20 | | |
| MOORE..... | \$ 8.13 | \$ 8.18 | | |
| RIDLEY PARK..... | \$ 8.11 | \$ 8.16 | | \$ 8.40 |
| CRUM LYNNE..... | \$ 8.09 | \$ 8.14 | | |
| BALDWIN..... | \$ 8.07 | \$ 8.12 | 8.28 | 8.37 |
| EDDYSTONE..... | \$ 8.05 | \$ 8.10 | | |
| CHESTER..... | \$ 8.03 | \$ 8.08 | | \$ 8.33 |
| LAMOKIN ST..... | \$ 8.01 | 8.05 | | |
| HIGHLAND AVE..... | \$ 7.59 | | | |
| TRAINER..... | | | | |
| HOOK..... | 7.57 | | 8.23 | 8.28 |
| MARCUS HOOK..... | \$ 7.56 | | | \$ 8.26 |
| NAAMAN..... | | | | |
| CLAYMONT..... | \$ 7.53 | | | \$ 8.23 |
| BELLEVIEW..... | | | | |
| BELL (Ches. Div.)..... | 7.50 | | 8.18 | 8.20 |
| EDGE MOOR..... | \$ 7.48 | | | |
| WILMINGTON..... | \$ 7.43 | | \$ 8.12 | \$ 8.15 |
| WEST YARD..... | | | 8.09 | |
| DAVIS..... | MU | MU | 8.01 | MU |
| NEWARK..... | | | | |
| ELKTON..... | | | | |
| NORTH EAST..... | | | 7.51 | |
| PERRYVILLE..... | | | 7.44 | |
| HAVRE-DE-GRACE..... | Will Run | | | |
| OAK..... | Saturday | Will Not | 7.40 | Will Not |
| ABERDEEN..... | Sunday | Run | | Run |
| PERRYMAN..... | and | May 30 | | May 30 |
| EDGEWOOD..... | May 30 | July 4 | 7.30 | July 4 |
| HAREWOOD PARK..... | July 4 | Sept. 4 | | Sept. 4 |
| MIDDLE RIVER..... | Sept. 4 | | | |
| STEMMER'S RUN..... | | | | |
| BAY..... | | | 7.17 | |
| UNION JUNCTION..... | | | | |
| BALTIMORE..... | | | \$ 7.11 | |
| FULTON..... | | | 7.05 | |
| EDMONDSON..... | | | | |
| FREDERICK ROAD..... | | | | |
| HALETHORPE..... | | | | |
| ODENTON..... | | | 6.51 | |
| JERICOHO PARK..... | | | 6.46 | |
| BOWIE..... | | | | |
| SEABROOK..... | | | | |
| LANHAM..... | | | | |
| LANDOVER..... | | | 6.39 | |
| CHEVERLY..... | | | | |
| NEW YORK AVE. (W.T.)..... | | | 6.33 | |
| WASHINGTON..... | | | \$ 6.30 | |
| | A. M. | A. M. | A. M. | A. M. |
| | | Daily Ex. | Daily | Daily Ex. |
| | | Sat. & Sun. | | Sat. & Sun. |
| | ● 954 | ‡● 974 | 114 | ‡● 912 |

| FIRST CLASS | | | | | | | |
|-------------|---------------|---------|-----------|---------------|----------------|---------|---------|
| 104 | 956 | 170 | 100 | 976 | 914 | 126 | 916 |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | \$ 9.14 | | | \$ 9.50 | \$ 9.57 | | \$11.02 |
| \$ 8.55 | \$ 9.10 | \$ 9.15 | \$10.05 | \$ 9.46 | \$ 9.53 | \$10.43 | \$10.58 |
| 8.48 | 9.07 | 9.11 | 10.00 | 9.43 | 9.50 | 10.39 | 10.55 |
| 8.45 | 9.04 | 9.08 | 9.57 | 9.40 | 9.47 | 10.36 | 10.52 |
| | \$ 9.02 | | | \$ 9.38 | \$ 9.44 | | \$10.50 |
| | \$ 9.00 | | | \$ 9.37 | \$ 9.42 | | \$10.49 |
| | \$ 8.58 | | | \$ 9.36 | \$ 9.40 | | \$10.48 |
| | \$ 8.56 | | | \$ 9.35 | \$ 9.38 | | \$10.47 |
| | \$ 8.54 | | | \$ 9.33 | \$ 9.36 | | \$10.45 |
| | \$ 8.52 | | | \$ 9.32 | \$ 9.34 | | \$10.44 |
| | \$ 8.50 | | | \$ 9.31 | \$ 9.32 | | \$10.43 |
| | \$ 8.48 | | | \$ 9.29 | \$ 9.30 | | \$10.41 |
| | \$ 8.47 | | | \$ 9.28 | \$ 9.28 | | \$10.40 |
| 8.38 | 8.46 | 9.01 | 9.49 | 9.27 | 9.26 | 10.29 | 10.39 |
| | | | | | | | \$10.38 |
| | \$ 8.44 | | G.O. 2336 | \$ 9.24 | \$ 9.23 | | \$10.36 |
| | | | Col. 4 | \$ 9.22 | \$ 9.22 | | \$10.34 |
| | | | Page 109 | | \$ 9.20 | | |
| 8.33 | 8.39 | 8.57 | 9.44 | | 9.18 | 10.25 | 10.31 |
| | | | | | \$ 9.17 | | \$10.30 |
| | \$ 8.36 | | | | \$ 9.14 | | \$10.27 |
| 8.28 | 8.33 | 8.52 | 9.39 | | 9.11 | 10.20 | 10.24 |
| \$ 8.22 | \$ 8.27 | \$ 8.46 | \$ 9.32 | | \$ 9.05 | \$10.14 | \$10.18 |
| 8.19 | | 8.42 | 9.29 | | | 10.10 | |
| 8.11 | MU | 8.34 | 9.21 | MU | MU | 10.02 | MU |
| 8.01 | | 8.25 | 9.11 | | | 9.52 | |
| 7.54 | | 8.18 | 9.04 | | | 9.45 | |
| 7.50 | | 8.14 | 9.00 | | | 9.41 | |
| | | | | | | \$ 9.37 | |
| 7.40 | | 8.04 | 8.50 | | | 9.29 | |
| | | | | | | | |
| 7.27 | | 7.51 | 8.37 | | | 9.16 | |
| \$ 7.21 | | \$ 7.45 | \$ 8.31 | | | \$ 9.10 | |
| 7.15 | | 7.35 | 8.25 | | | 9.05 | |
| | | | | | | | |
| 7.01 | | 7.21 | 8.11 | | | 8.51 | |
| 6.56 | | 7.16 | 8.06 | | | 8.46 | |
| | | | | | | | |
| 6.49 | | 7.09 | 7.59 | | | 8.39 | |
| | | | | | | | |
| 6.43 | | 7.03 | 7.53 | | | 8.33 | |
| \$ 6.40 | | \$ 7.00 | \$ 7.50 | | | \$ 8.30 | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| Daily | Saturday Only | Daily | Daily | Saturday Only | Daily Ex. Sat. | Daily | Daily |
| 104 | ●956 | ●170 | ◇100 | ●976 | ●914 | ◇126 | ●916 |

WASHINGTON TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | | |
|----------------------|------------------------------------|---------|--------|---------|-----------|
| | 918 | 172 | 148 | 920 | 106 |
| | P. M. | P. M. | P. M. | P. M. | A. M. |
| SUBURBAN STATION | \$12.03 | | | \$12.48 | |
| PHILA.-30th-ST. | | 12.14 | 12.21 | | D11.47 |
| Lower Level | \$11.59 | | | \$12.44 | |
| Upper Level | | \$12.09 | D12.16 | | |
| Lower Level | | | | | 11.42 |
| ARSENAL | 11.56 | 12.06 | 12.12 | 12.41 | 11.39 |
| BRILL | 11.53 | 12.03 | 12.09 | 12.38 | |
| DARBY | \$11.51 | | | \$12.36 | |
| CURTIS PARK | | | | \$12.35 | |
| SHARON HILL | \$11.49 | | | \$12.34 | |
| FOLCROFT | \$11.48 | | | \$12.33 | |
| GLENOLDEN | \$11.46 | | | \$12.31 | |
| NORWOOD | \$11.45 | | | \$12.30 | |
| MOORE | \$11.44 | | | \$12.29 | |
| RIDLEY PARK | \$11.42 | | | \$12.27 | |
| CRUM LYNNE | \$11.41 | | | \$12.26 | |
| BALDWIN | 11.40 | 11.56 | 12.02 | 12.25 | 11.32 |
| EDDYSTONE | | | | \$12.24 | |
| CHESTER | \$11.38 | | | \$12.22 | |
| LAMOKIN ST. | | | | \$12.20 | G.O. 2336 |
| HIGHLAND AVE. | \$11.35 | | | \$12.18 | Col. 5 |
| TRAINER | | | | | Page 110 |
| HOOK | 11.33 | 11.52 | 11.58 | 12.16 | 11.27 |
| MARCUS HOOK | \$11.32 | | | \$12.15 | |
| NAAMAN | | | | \$12.12 | |
| CLAYMONT | \$11.29 | | | \$12.12 | |
| BELLEVUE | | | | | |
| BELL (Ches. Div.) | 11.26 | 11.47 | 11.53 | 12.09 | 11.22 |
| EDGE MOOR | | | | | |
| WILMINGTON | \$11.20 | \$11.41 | D11.47 | \$12.02 | D11.15 |
| WEST YARD | | 11.38 | 11.43 | | 11.12 |
| DAVIS | MU | 11.30 | 11.35 | MU | 11.04 |
| NEWARK | | | | | |
| ELKTON | | | | | |
| NORTH EAST | | 11.20 | 11.25 | | 10.55 |
| PERRYVILLE | | 11.13 | 11.18 | | 10.48 |
| HAVRE-DE-GRACE | | | | | |
| OAK | Will Not Run May 30 July 4 Sept. 4 | 11.09 | 11.14 | | 10.44 |
| ABERDEEN | | | | | |
| PERRYMAN | | | | | |
| EDGEWOOD | | 11.00 | 11.05 | | 10.34 |
| HAREWOOD PARK | | | | | |
| MIDDLE RIVER | | | | | |
| STEMMER'S RUN | | | | | |
| BAY | | 10.46 | 10.51 | | 10.21 |
| UNION JUNCTION | | | | | |
| BALTIMORE | | \$10.40 | D10.45 | | D10.15 |
| FULTON | | 10.35 | 10.40 | | 10.10 |
| EDMONDSON | | | | | |
| FREDERICK ROAD | | | | | |
| HALETHORPE | | | | | |
| ODENTON | | 10.21 | 10.26 | | 9.56 |
| JERICOHO PARK | | | | | |
| BOWIE | | 10.16 | 10.21 | | 9.51 |
| SEABROOK | | | | | |
| LANHAM | | | | | |
| LANDOVER | | 10.09 | 10.14 | | 9.44 |
| CHEVERLY | | | | | |
| NEW YORK AVE. (W.T.) | | 10.03 | 10.08 | | 9.38 |
| WASHINGTON | | \$10.00 | D10.05 | | D 9.35 |
| | A. M. | A. M. | A. M. | P. M. | A. M. |
| | Daily Ex. Sun. | Daily | Daily | Daily | Daily |
| | ±●918 | ●172 | ◇148 | ●920 | 106 |

| FIRST CLASS | | | | | | | |
|-------------|---|---------|---|---|---------------|---|---------|
| 128 | 922 | 130 | 978 | 958 | 980 | 924 | 174 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| D 2.38 | \$ 1.51 | 2.00 | \$ 2.50 | \$ 2.55 | \$ 3.40 | \$ 3.54 | 4.00 |
| | \$ 1.47 | | \$ 2.46 | \$ 2.51 | \$ 3.36 | \$ 3.50 | |
| | \$ 1.58 | | | | | | \$ 3.55 |
| 2.35 | 1.44 | 1.55 | 2.43 | 2.48 | 3.33 | 3.47 | 3.52 |
| 2.32 | 1.41 | 1.52 | 2.40 | 2.45 | 3.30 | 3.44 | 3.49 |
| | \$ 1.38 | | \$ 2.38 | \$ 2.43 | \$ 3.28 | \$ 3.42 | |
| | \$ 1.36 | | \$ 2.37 | \$ 2.42 | \$ 3.27 | \$ 3.40 | |
| | \$ 1.34 | | \$ 2.36 | \$ 2.41 | \$ 3.26 | \$ 3.38 | |
| | \$ 1.32 | | \$ 2.35 | \$ 2.40 | \$ 3.25 | \$ 3.36 | |
| | \$ 1.30 | | \$ 2.33 | \$ 2.38 | \$ 3.23 | \$ 3.34 | |
| | \$ 1.28 | | \$ 2.32 | \$ 2.37 | \$ 3.22 | \$ 3.32 | |
| | \$ 1.26 | | \$ 2.31 | \$ 2.36 | \$ 3.21 | \$ 3.30 | |
| | \$ 1.25 | | \$ 2.29 | \$ 2.34 | \$ 3.19 | \$ 3.28 | |
| | \$ 1.24 | | \$ 2.28 | \$ 2.33 | \$ 3.18 | \$ 3.27 | |
| 2.25 | 1.22 | 1.45 | 2.27 | 2.32 | \$ 3.17 | \$ 3.25 | 3.42 |
| | \$ 1.21 | | \$ 2.26 | \$ 2.31 | \$ 3.16 | \$ 3.23 | |
| G.O. 2336 | \$ 1.19 | | \$ 2.24 | \$ 2.29 | \$ 3.14 | \$ 3.21 | |
| Col. 1 | \$ 1.17 | | \$ 2.22 | \$ 2.27 | \$ 3.12 | \$ 3.19 | |
| Page 111 | \$ 1.15 | | | \$ 2.25 | | \$ 3.17 | |
| 2.20 | 1.12 | 1.41 | | 2.23 | | 3.15 | 3.37 |
| | \$ 1.11 | | | \$ 2.22 | | \$ 3.14 | |
| | \$ 1.07 | | | \$ 2.19 | | \$ 3.11 | |
| 2.15 | 1.04 | 1.36 | | 2.16 | | 3.08 | 3.33 |
| | \$ 1.01 | | | | | \$ 3.05 | |
| D 2.09 | \$12.56 | \$ 1.30 | | \$ 2.10 | | \$ 3.00 | \$ 3.27 |
| 2.06 | | 1.26 | | | | | 3.24 |
| 1.58 | MU | 1.18 | MU | MU | MU | MU | 3.16 |
| 1.49 | | 1.08 | | | | | 3.06 |
| 1.42 | | 1.01 | | | | | 2.59 |
| 1.38 | Will Not Run May 30 July 4 Sept. 4 | 12.57 | Will Not Run May 30 July 4 Sept. 4 | Will Run Sunday and Nov. 23 Dec. 25 Jan. 1 | | Will Not Run May 30 July 4 Sept. 4 | 2.55 |
| 1.29 | | 12.45 | | | | | 2.45 |
| 1.16 | | 12.32 | | G.O. 2327 Col. 5 Page 111 | | | 2.32 |
| D 1.10 | | \$12.26 | | | | | \$ 2.26 |
| 1.05 | | 12.20 | | | | | 2.20 |
| 12.51 | | 12.06 | | | | | 2.06 |
| 12.46 | | 12.01 | | | | | 2.01 |
| 12.39 | | 11.54 | | | | | 1.54 |
| 12.33 | | 11.48 | | | | | 1.48 |
| D 12.30 | | \$11.45 | | | | | \$ 1.45 |
| P. M. | P. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Daily | Daily Ex. Sun. | Daily | Daily Ex. Sun. | | Saturday Only | Daily Ex. Sat. & Sun. | Daily |
| ● 128 | ● 922 | ● 130 | ● 978 | ● 958 | ● 980 | ● 924 | ● 174 |

WASHINGTON TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | | |
|----------------------|------------------------------------|---|------------------------------------|---------|------------------------------------|
| | 926 | 960 | 928 | 132 | 930 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN STATION | \$ 4.45 | \$ 4.45 | \$ 5.15 | | \$ 5.40 |
| PHILA.-30th-ST. | | | | \$ 5.09 | |
| Lower Level | \$ 4.41 | \$ 4.41 | \$ 5.11 | | \$ 5.36 |
| Upper Level | | | | | |
| Lower Level | | | | | |
| ARSENAL | 4.38 | 4.38 | 5.08 | 5.05 | 5.33 |
| BRILL | 4.35 | 4.35 | 5.05 | 5.02 | 5.30 |
| DARBY | \$ 4.33 | \$ 4.33 | \$ 5.02 | | \$ 5.27 |
| CURTIS PARK | \$ 4.31 | \$ 4.32 | \$ 5.00 | | \$ 5.25 |
| SHARON HILL | \$ 4.29 | \$ 4.31 | \$ 4.58 | | \$ 5.23 |
| FOLCROFT | \$ 4.27 | \$ 4.30 | \$ 4.56 | | \$ 5.21 |
| GLENOLDEN | \$ 4.25 | \$ 4.28 | \$ 4.54 | | \$ 5.19 |
| NORWOOD | \$ 4.22 | \$ 4.27 | \$ 4.52 | | \$ 5.17 |
| MOORE | \$ 4.21 | \$ 4.26 | \$ 4.50 | | \$ 5.16 |
| RIDLEY PARK | \$ 4.20 | \$ 4.24 | \$ 4.49 | | \$ 5.15 |
| CRUM LYNNE | \$ 4.19 | \$ 4.23 | \$ 4.48 | | \$ 5.14 |
| BALDWIN | \$ 4.17 | 4.22 | \$ 4.46 | 4.55 | \$ 5.12 |
| EDDYSTONE | \$ 4.15 | \$ 4.21 | \$ 4.45 | | |
| CHESTER | \$ 4.13 | \$ 4.19 | \$ 4.43 | | \$ 5.09 |
| LAMOKIN ST. | \$ 4.11 | \$ 4.17 | \$ 4.41 | | \$ 5.07 |
| HIGHLAND AVE. | \$ 4.09 | \$ 4.15 | \$ 4.39 | | \$ 5.05 |
| TRAINER | | | \$ 4.37 | | \$ 5.03 |
| HOOK | 4.06 | 4.13 | 4.35 | 4.51 | 5.01 |
| MARCUS HOOK | \$ 4.05 | \$ 4.12 | \$ 4.34 | | \$ 5.00 |
| NAAMAN | | | | | |
| CLAYMONT | \$ 4.01 | \$ 4.09 | \$ 4.30 | | \$ 4.56 |
| BELLEVUE | | | | | |
| BELL (Ches. Div.) | 3.58 | 4.06 | 4.26 | 4.47 | 4.53 |
| EDGE MOOR | \$ 3.55 | | | | W 4.50 |
| WILMINGTON | \$ 3.50 | \$ 4.00 | \$ 4.20 | \$ 4.41 | \$ 4.45 |
| WEST YARD | | | | 4.38 | |
| DAVIS | MU | MU | MU | 4.30 | MU |
| NEWARK | | | | | |
| ELKTON | | | | | |
| NORTH EAST | | | | 4.21 | |
| PERRYVILLE | | | | 4.14 | |
| HAVRE-DE-GRAVE | | | | | |
| OAK | Will Not Run May 30 July 4 Sept. 4 | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | 4.10 | Will Not Run May 30 July 4 Sept. 4 |
| ABERDEEN | | | | | |
| PERRYMAN | | | | | |
| EDGEWOOD | | | | 4.00 | |
| HAREWOOD PARK | | | | | |
| MIDDLE RIVER | | | | | |
| STEMMER'S RUN | | | | | |
| BAY | | | | 3.47 | |
| UNION JUNCTION | | | | | |
| BALTIMORE | | | | \$ 3.41 | |
| FULTON | | | | 3.35 | |
| EDMONDSON | | | | | |
| FREDERICK ROAD | | | | | |
| HALETHORPE | | | | | |
| ODENTON | | | | 3.21 | |
| JERICHO PARK | | | | | |
| BOWIE | | | | 3.16 | |
| SEABROOK | | | | | |
| LANHAM | | | | | |
| LANDOVER | | | | 3.09 | |
| CHEVERLY | | | | | |
| NEW YORK AVE. (W.T.) | | | | 3.03 | |
| WASHINGTON | | | | \$ 3.00 | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | Daily Ex. Sat. & Sun. | | Daily Ex. Sat. & Sun. | Daily | Daily Ex. Sun. |
| | • 926 | • 960 | • 928 | • 132 | • 930 |

| FIRST CLASS | | | | | | | |
|---|-------------------------------------|----------------------|------------------------------------|---------------------|---|------------------------------------|-----------------------------|
| 962 | 932 | 152 | 982 | 162 | 964 | 934 | 400 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| \$ 5.35 | \$ 6.25 | \$ 5.50 | \$ 6.35 | \$ 6.41 | \$ 7.06 | \$ 7.15 | |
| \$ 5.31 | \$ 6.21 | | \$ 6.31 | \$ 7.02 | \$ 7.11 | | \$ 7.20 |
| 5.28 | 6.17 | 5.47 | 6.27 | 6.38 | 6.59 | 7.07 | 7.17 |
| 5.25 | 6.14 | 5.44 | 6.24 | 6.35 | 6.56 | 7.04 | 7.14 |
| \$ 5.23 | \$ 6.11 | | \$ 6.21 | | \$ 6.54 | \$ 7.01 | |
| \$ 5.22 | \$ 6.09 | Will Not Run | \$ 6.20 | | \$ 6.52 | \$ 6.58 | Will Not Run |
| \$ 5.21 | \$ 6.07 | Dec. 24 | \$ 6.19 | | \$ 6.51 | \$ 6.56 | Nov. 23 |
| \$ 5.20 | \$ 6.05 | Dec. 31 | \$ 6.18 | | \$ 6.49 | \$ 6.54 | Dec. 25 |
| \$ 5.18 | \$ 6.03 | | \$ 6.17 | | \$ 6.48 | \$ 6.52 | Jan. 1 |
| \$ 5.17 | \$ 6.01 | | \$ 6.15 | | | | |
| \$ 5.16 | \$ 5.59 | | \$ 6.14 | | \$ 6.47 | \$ 6.51 | |
| \$ 5.14 | \$ 5.57 | | \$ 6.13 | | \$ 6.45 | \$ 6.49 | |
| \$ 5.13 | \$ 5.55 | | \$ 6.12 | | \$ 6.44 | \$ 6.47 | |
| 5.12 | 5.54 | 5.38 | 6.10 | 6.28 | \$ 6.43 | \$ 6.45 | 7.07 |
| | | | \$ 6.09 | | \$ 6.42 | | |
| \$ 5.09 | \$ 5.51 | | \$ 6.07 | | \$ 6.40 | \$ 6.42 | |
| \$ 5.07 | \$ 5.47 | | \$ 6.05 | | \$ 6.38 | \$ 6.40 | |
| \$ 5.05 | | | | | \$ 6.36 | \$ 6.38 | |
| 5.03 | 5.44 | 5.34 | | 6.24 | 6.34 | 6.34 | 7.03 |
| \$ 5.02 | \$ 5.43 | G.O. 2327 | | | \$ 6.33 | \$ 6.33 | G.O. 2327 |
| \$ 5.41 | \$ 5.41 | Col. 3 | | | \$ 6.30 | \$ 6.30 | Col. 8 |
| \$ 4.59 | \$ 5.39 | Page 113 | | | | | Page 113 |
| 4.56 | 5.36 | 5.30 | | 6.20 | 6.27 | 6.27 | 6.59 |
| \$ 4.50 | \$ 5.30 | \$ 5.25 | | \$ 6.14 | \$ 6.20 | \$ 6.20 | 6.53 |
| | 5.25 | 5.21 | | 6.11 | | | \$ 6.38 |
| MU | MU | 5.14 | MU | 6.03 | MU | MU | 6.35 |
| | \$ 5.15 | | | | | | 6.25 |
| | | 5.07 | | 5.54 | | | 6.13 |
| | | 5.01 | | 5.47 | | | 6.06 |
| Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run Nov. 23 Dec. 25 Jan. 1 | 4.59 | Will Not Run May 30 July 4 Sept. 4 | 5.43 | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | 6.01 |
| | | 4.51 | | 5.34 | | | \$ 5.58 |
| | G.O. 2327 Col. 2 Page 113 | 4.41 | | 5.21 | | | \$ 5.49 |
| | | \$ 4.36 | | \$ 5.15 | | | 5.34 |
| | | 4.28 | | 5.05 | | | 5.28 |
| | | | | | | | \$ 5.18 |
| | | 4.18 | | 4.51 | | | 5.13 |
| | | 4.13 | | 4.46 | | | \$ 5.10 |
| | | 4.08 | | 4.39 | | | |
| | | 4.03 | | 4.33 | | | \$ 4.54 |
| | | \$ 4.00 | | \$ 4.30 | | | 4.47 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| • 962 | Daily Ex. Sat. & Sun. ‡ 932 | Daily Ex. Sat. ‡ 152 | Daily Ex. Sat. & Sun. ‡ 982 | Saturday Only • 162 | • 964 | Daily Ex. Sat. & Sun. ‡ 934 | Daily Ex. Sat. & Sun. ‡ 400 |

| STATIONS | FIRST CLASS | | | |
|-------------------------------|-------------|-------------|----------|-------------|
| | 154 | 414 | 164 | 156 |
| | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN STATION... | | | | |
| PHILA.-30th-ST. { Lower Level | \$ 7.17 | | \$ 8.14 | # 8.29 |
| Upper Level | | | | |
| Lower Level | | | | \$ 8.19 |
| ARSENAL | 7.13 | | 8.10 | 8.16 |
| BRILL | 7.10 | | 8.07 | 8.13 |
| DARBY | | | Will Run | |
| CURTIS PARK | | | Saturday | |
| SHARON HILL | | | Sunday | Will Not |
| FOLCROFT | | | and | Run |
| GLENOLDEN | | | May 30 | May 30 |
| NORWOOD | | | July 4 | July 4 |
| | | | Sept. 4 | Sept. 4 |
| MOORE | | | | |
| RIDLEY PARK | | | | |
| CRUM LYNNE | | | | |
| BALDWIN | 7.03 | | 8.00 | 8.06 |
| EDDYSTONE | | | | |
| CHESTER | | | | |
| LAMOKIN ST. | | | | |
| HIGHLAND AVE. | | | | |
| TRAINER | | | | |
| HOOK | 6.59 | | 7.55 | 8.01 |
| MARCUS HOOK | | | | |
| NAAMAN | | | | |
| CLAYMONT | | | | |
| BELLEVUE | | | | |
| BELL (Ches. Div.) | 6.54 | | 7.51 | 7.57 |
| EDGE MOOR | | | | |
| WILMINGTON | \$ 6.48 | | \$ 7.45 | # 7.51 |
| | | | | \$ 7.47 |
| WEST YARD | 6.43 | | 7.41 | 7.44 |
| DAVIS | 6.35 | MU | 7.33 | 7.36 |
| NEWARK | | | | |
| ELKTON | | | | |
| NORTH EAST | 6.25 | | 7.23 | 7.27 |
| PERRYVILLE | 6.18 | | 7.16 | 7.20 |
| HAVRE-DE-GRACE | | | | |
| OAK | 6.14 | Will Not | 7.12 | 7.16 |
| ABERDEEN | | Run | | |
| PERRYMAN | | May 30 | | |
| | | July 4 | | |
| EDGEWOOD | 6.04 | Sept. 4 | 7.03 | 7.07 |
| HAREWOOD PARK | | | | |
| MIDDLE RIVER | | | | |
| STEMMER'S RUN | | | | |
| BAY | 5.51 | | 6.50 | 6.54 |
| UNION JUNCTION | | | | |
| BALTIMORE | \$ 5.45 | | \$ 6.44 | # 6.48 |
| | | \$ 6.28 | | \$ 6.43 |
| FULTON | 5.37 | 6.23 | 6.38 | 6.38 |
| EDMONDSON | NN5.35 | \$ 6.21 | DD6.35 | D 6.35 |
| FREDERICK ROAD | | \$ 6.17 | | |
| HALETHORPE | | \$ 6.14 | | |
| ODENTON | 5.21 | \$ 6.00 | 6.21 | 6.21 |
| JERICO PARK | | \$ 5.52 | | |
| BOWIE | 5.16 | \$ 5.49 | 6.16 | 6.16 |
| SEABROOK | | \$ 5.44 | | |
| LANHAM | | F 5.41 | | |
| LANDOVER | 5.09 | \$ 5.37 | 6.09 | 6.09 |
| CHEVERLY | | \$ 5.35 | | |
| NEW YORK AVE. (W.T.) | 5.03 | 5.28 | 6.03 | 6.03 |
| WASHINGTON | \$ 5.00 | \$ 5.25 | \$ 6.00 | \$ 6.00 |
| | P. M. | P. M. | P. M. | P. M. |
| | Daily | Daily Ex. | | Daily Ex. |
| | Ex. Sat. | Sat. & Sun. | | Sat. & Sun. |
| | ● 154 | ‡● 414 | ● 164 | ‡● 156 |

| FIRST CLASS | | | | | | | |
|---------------------------------|---------|------------------------------------|---|----------------|---------|---------------------------|------------------------------------|
| 555 | 936 | 158 | 166 | 160 | 938 | 176 | 194 |
| P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. |
| | \$ 9.20 | | | | \$12.05 | | |
| | | \$ 9.43 | \$ 9.43 | 11.40 | | 1.03 | # 2.10 |
| | \$ 9.16 | | | | \$12.01 | | |
| | | | | \$11.32 | | \$12.36 | E 1.45 |
| | 9.13 | 9.40 | 9.40 | 11.28 | 11.57 | 12.33 | 1.41 |
| | 9.10 | 9.37 | 9.37 | 11.25 | 11.54 | 12.30 | 1.38 |
| | \$ 9.08 | | | | \$11.51 | | |
| | \$ 9.06 | Will Also Run Sept. 3 | Will Run Sunday and May 30 July 4 Sept. 4 | | \$11.48 | Open Baggage Car 30th St. | Will Not Run May 29 July 3 Sept. 3 |
| | \$ 9.05 | | | | \$11.46 | | |
| | \$ 9.03 | Will Not Run May 30 July 4 Sept. 4 | | | \$11.44 | | |
| | \$ 9.02 | | | | \$11.42 | | |
| | \$ 9.01 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run Sept. 3 | | \$11.41 | | |
| | \$ 8.59 | | | | \$11.39 | | |
| | \$ 8.58 | | | | \$11.37 | | |
| | 8.57 | 9.30 | 9.30 | 11.18 | 11.35 | 12.23 | 1.31 |
| | \$ 8.56 | | | | \$11.34 | | |
| | \$ 8.54 | \$ 9.26 | \$ 9.26 | | \$11.32 | | |
| | \$ 8.51 | | | | \$11.30 | | |
| | | | | | \$11.28 | | |
| | 8.49 | 9.23 | 9.23 | 11.14 | 11.24 | 12.18 | 1.26 |
| | \$ 8.48 | | | | \$11.23 | | |
| G.O. 2342 Page 115 Col. 1 | \$ 8.45 | | | | \$11.20 | | |
| | 8.42 | 9.19 | 9.19 | 11.09 | 11.17 | 12.13 | 1.21 |
| | \$ 8.35 | \$ 9.12 | \$ 9.12 | \$11.03 | \$11.10 | \$12.07 | # 1.15 E 1.05 |
| | MU | 9.09 9.01 | 9.09 9.01 | 10.58 10.50 | MU | 12.03 11.55 | 12.59 12.51 |
| | | 8.51 8.44 | 8.51 8.44 | 10.40 10.33 | | 11.45 11.38 | 12.41 12.34 |
| | | 8.40 | 8.40 | 10.29 | | 11.33 | 12.29 |
| | | 8.30 | 8.30 | 10.19 | | 11.20 | 12.19 |
| | | 8.17 | 8.17 | 10.06 | | 11.07 | 12.06 |
| 7.55 | | \$ 8.11 | \$ 8.11 | \$10.00 | | \$11.01 | #12.00 |
| \$ 7.40 | | | | | | | E11.40 |
| 7.35 | | 8.05 | 8.05 | 9.50 | | 10.55 | 11.35 |
| | | 7.51 | 7.51 | 9.36 | | 10.41 | 11.21 |
| 7.21 | | 7.46 | 7.46 | 9.31 | | 10.36 | 11.16 |
| 7.16 | | 7.39 | 7.39 | 9.24 | | 10.29 | 11.09 |
| 7.09 | | 7.33 | 7.33 | 9.18 | | 10.23 | 11.03 |
| 7.03 | | \$ 7.30 | \$ 7.30 | \$ 9.15 | | \$10.20 | E11.00 |
| \$ 7.00 | | | | | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Daily | Daily | Daily Ex. Sun. | | Daily | Daily | Daily Ex. Sat. | Daily Ex. Sat. |
| 555 | ●936 | ±●158 | ±●166 | 160 | ●938 | ◇176 | ±194 |

PHILADELPHIA TO BANKS

| STATIONS | FIRST CLASS | | | |
|------------------|-------------|---------------------------------|---------------------------------|---|
| | ● 369 | | | ✱ 601 |
| | Daily | | | Daily Ex. |
| | A. M. | | | Sat. & Sun. |
| SUBURBAN | \$12.45 | | | \$ 5.40 |
| PHILA.-30th-ST. | \$12.48 | | | \$ 5.43 |
| | | | | |
| ZOO | 12.51 | | | 5.46 |
| FIFTY-SECOND ST. | 12.53 | | | \$ 5.48 |
| OVERBROOK | \$12.56 | | | \$ 5.51 |
| MERION | \$12.58 | | | \$ 5.52 |
| NARBERTH | \$ 1.00 | | | \$ 5.54 |
| WYNNEWOOD | \$ 1.02 | | | \$ 5.55 |
| ARDMORE | \$ 1.04 | | | \$ 5.57 |
| HAVERFORD | \$ 1.06 | | | \$ 5.59 |
| BRYN MAWR | \$ 1.08 | | | \$ 6.01 |
| ROSEMONT | \$ 1.10 | | | \$ 6.03 |
| VILLANOVA | \$ 1.12 | | | \$ 6.05 |
| RADNOR | \$ 1.14 | | | \$ 6.07 |
| ST. DAVIDS | \$ 1.16 | | | \$ 6.09 |
| WAYNE | \$ 1.18 | | | \$ 6.11 |
| STRAFFORD | \$ 1.20 | G.O. 2345 Page 116 Col. 2 | G.O. 2318 Page 116 Col. 3 | \$ 6.13 |
| DEVON | \$ 1.22 | | | \$ 6.15 |
| BERWYN | \$ 1.24 | | | \$ 6.17 |
| DAYLESFORD | \$ 1.26 | | | \$ 6.18 |
| PAOLI | \$ 1.30 | | | \$ 6.21 |
| MALVERN | | | | |
| WHITFORD | | | | |
| DOWNINGTOWN | | | | \$ 6.34 |
| THORN | | | | 6.37 |
| COATESVILLE | | | | \$ 6.40 |
| PARKESBURG | | | | 6.45 |
| LANCASTER | | | | \$ 7.07 |
| LANDIS | | | | |
| MOUNT JOY | | | | \$ 7.19 |
| ELIZABETHTOWN | | | | \$ 7.26 |
| MIDDLETOWN | | | | \$ 7.33 |
| CLY.-York Haven | | | | |
| LEMO.-Line | MU | | | MU |
| HARRISBURG | | | | \$ 7.45 |
| ROCKVILLE | | | | Will Not Run May 30 July 4 Sept. 4 |
| BANKS | | | | |
| | A. M. | | | A. M. |
| | 369 | | | 601 |

CHESTNUT HILL BRANCH

| STATIONS | FIRST CLASS | | | |
|--------------------|-------------|-------------|----------|-------------|
| | ● 801 | ✱ 803 | ✱ 805 | ✱ 807 |
| | Daily Ex. | Daily Ex. | Daily | Daily Ex. |
| | Sat. & Sun. | Sat. & Sun. | Ex. Sun. | Sat. & Sun. |
| | A. M. | A. M. | A. M. | A. M. |
| CHESTNUT HILL | \$ 6.20 | \$ 6.48 | \$ 7.10 | \$ 7.28 |
| HIGHLAND | \$ 6.21 | \$ 6.49 | \$ 7.11 | \$ 7.29 |
| ST. MARTINS | \$ 6.22 | \$ 6.50 | \$ 7.12 | \$ 7.30 |
| ALLEN LANE | \$ 6.24 | \$ 6.52 | \$ 7.14 | \$ 7.32 |
| CARPENTER | \$ 6.25 | \$ 6.53 | \$ 7.16 | \$ 7.34 |
| UPSAL | \$ 6.26 | \$ 6.54 | \$ 7.17 | \$ 7.36 |
| TULPEHOCKEN | \$ 6.27 | \$ 6.55 | \$ 7.19 | \$ 7.38 |
| CHELLEN AVENUE | \$ 6.28 | \$ 6.56 | \$ 7.21 | \$ 7.40 |
| QUEEN LANE | \$ 6.30 | \$ 6.58 | \$ 7.23 | \$ 7.42 |
| WESTMORELAND | \$ 6.32 | \$ 7.00 | \$ 7.25 | \$ 7.44 |
| NORTH PHILA. | \$ 6.36 | \$ 7.03 | \$ 7.28 | \$ 7.46 |
| ZOO | 6.40 | 7.08 | 7.32 | 7.50 |
| PHILA.-30th ST. UL | \$ 6.44 | \$ 7.11 | \$ 7.35 | \$ 7.53 |
| SUBURBAN | \$ 6.48 | \$ 7.15 | \$ 7.39 | \$ 7.57 |
| | A. M. | A. M. | A. M. | A. M. |
| | 801 | 803 | 805 | 807 |

Note—All Regular Trains Will Operate With MU Equipment.

FIRST CLASS

| ✱001 Daily Ex. Sat. & Sun. A. M. | ✱301 Daily Ex. Sat. & Sun. A. M. | ●371 A. M. | ✱003 Daily Ex. Sat. & Sun. A. M. | | ●373 Saturday Only A. M. | ✱303 Daily Ex. Sat. & Sun. A. M. | ✱603 Daily Ex. Sun. A. M. |
|--|--|--|--|--|-----------------------------------|--|------------------------------------|
| \$ 6.30 | \$ 7.10 | \$ 7.15 | \$ 7.25 | | \$ 7.42 | \$ 7.42 | \$ 8.00 |
| \$ 6.33 | \$ 7.13 | \$ 7.18 | \$ 7.28 | | \$ 7.45 | \$ 7.45 | \$ 8.03 |
| 6.36 | 7.16 | 7.21 | 7.31 | | 7.48 | 7.48 | 8.06 |
| \$ 6.38 | \$ 7.19 | \$ 7.23 | \$ 7.34 | | \$ 7.50 | \$ 7.51 | 8.08 |
| \$ 6.42 | \$ 7.22 | \$ 7.26 | \$ 7.37 | | \$ 7.53 | \$ 7.54 | 8.10 |
| \$ 6.44 | \$ 7.24 | \$ 7.27 | \$ 7.39 | | \$ 7.54 | \$ 7.56 | |
| \$ 6.46 | \$ 7.26 | \$ 7.29 | \$ 7.41 | | \$ 7.56 | \$ 7.59 | |
| \$ 6.48 | \$ 7.28 | \$ 7.30 | \$ 7.43 | | \$ 7.57 | \$ 8.01 | |
| \$ 6.50 | \$ 7.30 | \$ 7.32 | \$ 7.45 | | \$ 7.59 | \$ 8.03 | \$ 8.13 |
| \$ 6.52 | \$ 7.32 | \$ 7.34 | \$ 7.47 | | \$ 8.01 | \$ 8.05 | |
| \$ 6.55 | \$ 7.34 | \$ 7.37 | 7.51 | | \$ 8.04 | \$ 8.08 | 8.16 |
| | \$ 7.36 | \$ 7.39 | | | \$ 8.06 | \$ 8.10 | |
| | \$ 7.38 | \$ 7.41 | | | \$ 8.08 | \$ 8.12 | |
| | \$ 7.40 | \$ 7.43 | | | \$ 8.10 | \$ 8.14 | |
| | \$ 7.42 | \$ 7.45 | | | \$ 8.12 | \$ 8.16 | |
| | \$ 7.44 | \$ 7.46 | | | \$ 8.13 | \$ 8.18 | |
| | \$ 7.46 | \$ 7.48 | | | \$ 8.15 | \$ 8.20 | |
| | \$ 7.48 | \$ 7.50 | | | \$ 8.17 | \$ 8.22 | |
| | \$ 7.50 | \$ 7.52 | | | \$ 8.19 | \$ 8.24 | |
| | \$ 7.52 | \$ 7.54 | | | \$ 8.21 | \$ 8.26 | |
| | \$ 8.00 | \$ 7.56 | | | \$ 8.23 | \$ 8.32 | |
| | | | | | | | \$ 8.27 |
| Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Run Saturday Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | | Will Not Run May 30 July 4 Sept. 4 | \$ 8.39 |
| | | | | | | | 8.42 |
| | | | | | | | \$ 8.45 |
| | | | | | | | 8.50 |
| | | | | | | | \$ 9.11 |
| | | | | | | | \$ 9.27 |
| | | | | | | | 9.35 |
| MU | MU | MU | MU | | MU | MU | MU |
| | | | | | | | \$ 9.45 |
| | | | | | | | |
| | | | | | | | |
| A. M. | A. M. | A. M. | A. M. | | A. M. | A. M. | A. M. |
| 001 | 301 | 371 | 003 | | 373 | 303 | 603 |

G.O. 2345
Page 117
Col. 5Will Not
Run
May 30
July 4
Sept. 4

WESTWARD

FIRST CLASS

| | ✱873 Daily Ex. Sat. & Sun. A. M. | ●809 Daily A. M. | ✱811 Daily Ex. Sat. & Sun. A. M. | ✱813 Daily Ex. Sun. A. M. | ✱815 Daily Ex. Sat. & Sun. A. M. | ✱817 Daily Ex. Sun. A. M. | ✱819 Daily Ex. Sun. A. M. |
|--|---|------------------------|---|------------------------------------|---|------------------------------------|------------------------------------|
| | \$ 7.38 | \$ 7.46 | \$ 7.58 | \$ 8.14 | \$ 8.24 | \$ 8.40 | \$ 9.16 |
| | \$ 7.40 | \$ 7.47 | \$ 7.59 | \$ 8.15 | \$ 8.25 | \$ 8.41 | \$ 9.17 |
| | \$ 7.42 | \$ 7.48 | \$ 8.00 | \$ 8.16 | \$ 8.26 | \$ 8.42 | \$ 9.18 |
| | \$ 7.44 | \$ 7.50 | \$ 8.02 | \$ 8.18 | \$ 8.28 | \$ 8.44 | \$ 9.20 |
| | \$ 7.46 | \$ 7.52 | \$ 8.04 | \$ 8.20 | \$ 8.30 | \$ 8.46 | \$ 9.21 |
| | | \$ 7.53 | \$ 8.06 | \$ 8.22 | \$ 8.32 | \$ 8.48 | \$ 9.23 |
| | | \$ 7.55 | \$ 8.08 | \$ 8.24 | \$ 8.34 | \$ 8.50 | \$ 9.24 |
| | | \$ 7.57 | \$ 8.10 | \$ 8.26 | \$ 8.36 | \$ 8.52 | \$ 9.26 |
| | | \$ 7.59 | \$ 8.12 | \$ 8.28 | \$ 8.38 | \$ 8.54 | \$ 9.28 |
| | | \$ 8.01 | \$ 8.14 | \$ 8.30 | \$ 8.40 | \$ 8.56 | |
| | 7.52 | \$ 8.03 | \$ 8.16 | \$ 8.33 | \$ 8.44 | \$ 8.58 | \$ 9.31 |
| | 7.55 | 8.07 | 8.20 | 8.37 | 8.47 | 9.02 | 9.35 |
| | | \$ 8.10 | \$ 8.23 | \$ 8.40 | \$ 8.50 | \$ 9.05 | \$ 9.38 |
| | \$ 8.02 | \$ 8.14 | \$ 8.27 | \$ 8.44 | \$ 8.54 | \$ 9.09 | \$ 9.42 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | 873 | 809 | 811 | 813 | 815 | 817 | 819 |

✱Will Not Run May 30, July 4, Sept. 4.

PHILADELPHIA TO BANKS

| STATIONS | FIRST CLASS | | | |
|----------------------------|--------------------------|--------------------------|------------------|--------------------------|
| | •●005 | •●305 | ●375 | •●007 |
| | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Saturday Only | Daily Ex. Sat. & Sun. |
| | A. M. | A. M. | A. M. | A. M. |
| SUBURBAN..... | \$ 8.05 | \$ 8.20 | \$ 8.30 | \$ 8.30 |
| PHILA.- { Upper Level | \$ 8.08 | \$ 8.23 | \$ 8.33 | \$ 8.33 |
| 30th-ST..... { Lower Level | | | | |
| ZOO..... | 8.11 | 8.26 | 8.36 | 8.36 |
| FIFTY-SECOND ST..... | \$ 8.13 | \$ 8.29 | \$ 8.38 | \$ 8.38 |
| OVERBROOK..... | \$ 8.16 | \$ 8.32 | \$ 8.41 | \$ 8.41 |
| MERION..... | \$ 8.17 | \$ 8.34 | \$ 8.42 | \$ 8.42 |
| NARBERTH..... | \$ 8.19 | \$ 8.36 | \$ 8.44 | \$ 8.44 |
| WYNNEWOOD..... | \$ 8.20 | \$ 8.38 | \$ 8.45 | \$ 8.45 |
| ARDMORE..... | \$ 8.22 | \$ 8.41 | \$ 8.47 | \$ 8.47 |
| HAVERFORD..... | \$ 8.24 | \$ 8.43 | \$ 8.49 | \$ 8.49 |
| BRYN MAWR..... | \$ 8.27 | \$ 8.46 | \$ 8.52 | \$ 8.52 |
| ROSEMONT..... | | \$ 8.48 | \$ 8.54 | |
| VILLANOVA..... | | \$ 8.50 | \$ 8.56 | |
| RADNOR..... | | \$ 8.52 | \$ 8.58 | |
| ST. DAVIDS..... | | \$ 8.54 | \$ 9.00 | |
| WAYNE..... | | \$ 8.56 | \$ 9.01 | |
| STRAFFORD..... | | \$ 8.58 | \$ 9.03 | |
| DEVON..... | | \$ 9.00 | \$ 9.05 | |
| BERWYN..... | | \$ 9.02 | \$ 9.07 | |
| DAYLESFORD..... | | \$ 9.04 | \$ 9.09 | |
| PAOLI..... | | \$ 9.10 | \$ 9.11 | |
| MALVERN..... | | | | |
| WHITFORD..... | Will Not | Will Not | | Will Not |
| DOWNINGTOWN..... | Run | Run | | Run |
| THORN..... | May 30 | May 30 | | May 30 |
| COATESVILLE..... | July 4 | July 4 | | July 4 |
| PARKESBURG..... | Sept. 4 | Sept. 4 | | Sept. 4 |
| LANCASTER..... | | | | |
| LANDIS..... | | | | |
| MOUNT JOY..... | | | | |
| ELIZABETHTOWN..... | | | | |
| MIDDLETOWN..... | | | | |
| CLY..... { York Haven | | | | |
| LEMO..... { Line | MU | MU | MU | MU |
| HARRISBURG..... | | | | |
| ROCKVILLE..... | | | | |
| BANKS..... | | | | |
| | A. M. | A. M. | A. M. | A. M. |
| | 005 | 305 | 375 | 007 |

CHESTNUT HILL BRANCH

| STATIONS | FIRST CLASS | | | |
|-------------------------|-------------|-------------------|-------------------|-------------------|
| | ●821 | •●823 | •●825 | •●827 |
| | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. |
| | A. M. | A. M. | A. M. | A. M. |
| CHESTNUT HILL..... | \$ 9.46 | \$10.16 | \$10.46 | \$11.16 |
| HIGHLAND..... | \$ 9.47 | \$10.17 | \$10.47 | \$11.17 |
| ST. MARTINS..... | \$ 9.48 | \$10.18 | \$10.48 | \$11.18 |
| ALLEN LANE..... | \$ 9.50 | \$10.20 | \$10.50 | \$11.20 |
| CARPENTER..... | \$ 9.51 | \$10.21 | \$10.51 | \$11.21 |
| UPSAL..... | \$ 9.53 | \$10.23 | \$10.52 | \$11.22 |
| TULPEHOCKEN..... | \$ 9.54 | \$10.24 | \$10.53 | \$11.23 |
| CHELTEN AVENUE..... | \$ 9.56 | \$10.26 | \$10.55 | \$11.24 |
| QUEEN LANE..... | \$ 9.58 | \$10.28 | \$10.57 | \$11.26 |
| WESTMORELAND..... | | \$10.30 | | \$11.28 |
| NORTH PHILA..... | \$10.01 | \$10.32 | \$11.00 | \$11.32 |
| ZOO..... | 10.05 | 10.36 | 11.04 | 11.35 |
| PHILA.-30th ST. UL..... | \$10.08 | \$10.39 | \$11.07 | \$11.39 |
| SUBURBAN..... | \$10.12 | \$10.43 | \$11.11 | \$11.43 |
| | A. M. | A. M. | A. M. | A. M. |
| | 821 | 823 | 825 | 827 |

Note—All Regular Trains Will Operate With MU Equipment.

| FIRST CLASS | | | | | | | |
|-------------------------------------|--|-----------------------|---------------------------------|---|--|-------------------------------------|---------------------------------|
| ● 307 Daily Ex. Sat. A. M. | ✚● 009 Daily Ex. Sat. & Sun A. M. | 571 Daily A. M. | 25 Daily A. M. | ✚● 309 Daily Ex. Sun. A. M. | ✚● 011 Daily Ex. Sat. & Sun. A. M. | ● 311 Daily Ex. Sat. A. M. | ● 21 Monday Only P. M. |
| \$ 8.45 | \$ 9.00 | | | \$ 9.17 | \$ 9.30 | \$ 9.45 | |
| \$ 8.48 | \$ 9.03 | | | \$ 9.20 | \$ 9.33 | \$ 9.48 | E 1.58 |
| 8.51 | 9.06 | | 9.19 | 9.23 | 9.36 | 9.51 | 2.03 |
| \$ 8.53 | \$ 9.08 | | 9.22 | \$ 9.25 | 9.38 | 9.53 | 2.05 |
| \$ 8.56 | \$ 9.11 | | 9.25 | \$ 9.28 | \$ 9.40 | \$ 9.56 | 2.08 |
| \$ 8.57 | \$ 9.12 | | | G 9.29 | \$ 9.41 | \$ 9.58 | |
| \$ 8.59 | \$ 9.14 | | | G 9.31 | \$ 9.43 | \$10.00 | |
| \$ 9.00 | \$ 9.15 | | | \$ 9.32 | \$ 9.44 | \$10.02 | |
| \$ 9.02 | \$ 9.17 | | | \$ 9.34 | \$ 9.46 | \$10.04 | |
| \$ 9.04 | \$ 9.19 | | | G 9.36 | \$ 9.48 | \$10.06 | |
| \$ 9.07 | \$ 9.22 | | 9.31 | \$ 9.39 | \$ 9.51 | \$10.08 | 2.14 |
| \$ 9.09 | | | | \$ 9.41 | | \$10.10 | |
| \$ 9.11 | | | | \$ 9.43 | | \$10.12 | |
| \$ 9.13 | | | | \$ 9.45 | | \$10.14 | |
| \$ 9.15 | | | | \$ 9.47 | | \$10.16 | |
| \$ 9.16 | | | | \$ 9.48 | | \$10.18 | |
| \$ 9.18 | | | G.O. 2327 Col. 4 Page 119 | \$ 9.50 | | \$10.20 | G.O. 2345 Page 119 Col. 8 |
| \$ 9.20 | | | | \$ 9.52 | | \$10.22 | |
| \$ 9.22 | | | | \$ 9.54 | | \$10.24 | |
| \$ 9.24 | | | | \$ 9.56 | | \$10.26 | |
| \$ 9.26 | | | \$ 9.40 | \$ 9.58 | | \$10.30 | |
| | | | # 9.43 | | | | 2.26 |
| | Will Not Run May 30 July 4 Sept. 4 | | | Will Not Run Nov. 23 Dec. 25 Jan. 1 | Will Not Run May 30 July 4 Sept. 4 | | |
| | | | 9.57 | | | | 2.41 |
| | | | \$10.02 | | | | |
| | | | 10.10 | | | | 2.50 |
| | | | \$10.32 | | | | |
| | | | #10.40 | | | | 3.12 |
| | | | | G.O. 2327 Col. 5 Page 119 | | | |
| | | | 11.00 | | | | 3.32 |
| MU | MU | 10.17 | | MU | MU | MU | |
| | | 10.40 | | | | | E 3.45 |
| | | \$10.45 | \$11.15 | | | | # 5.00 |
| | | 11.25 | 11.35 | | | | 5.10 |
| | | 11.36 | 11.45 | | | | 5.15 |
| | | | 11.50 | | | | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. |
| 307 | 009 | 571 | 25 | 309 | 011 | 311 | 21 |

WESTWARD

| FIRST CLASS | | | | | | | |
|-------------|-------------------------|--------------------------------------|--------------------------------------|-------------------------|--------------------------------------|--------------------------------------|-------------------------|
| | ● 829 Daily A. M. | ✚● 831 Daily Ex. Sun. P. M. | ✚● 833 Daily Ex. Sun. P. M. | ● 835 Daily P. M. | ✚● 837 Daily Ex. Sun. P. M. | ✚● 839 Daily Ex. Sun. P. M. | ● 841 Daily P. M. |
| | \$11.46 | \$12.16 | \$12.46 | \$ 1.16 | \$1.46 | \$ 2.16 | \$ 2.46 |
| | F11.47 | \$12.17 | \$12.47 | F 1.17 | \$1.47 | F 2.17 | F 2.47 |
| | \$11.48 | \$12.18 | \$12.48 | \$ 1.18 | \$1.48 | \$ 2.18 | \$ 2.48 |
| | \$11.50 | \$12.20 | \$12.50 | \$ 1.20 | \$1.50 | \$ 2.20 | \$ 2.50 |
| | \$11.51 | \$12.21 | \$12.51 | \$ 1.21 | \$1.51 | \$ 2.21 | \$ 2.51 |
| | \$11.52 | \$12.22 | \$12.52 | \$ 1.22 | \$1.53 | \$ 2.22 | \$ 2.52 |
| | \$11.53 | \$12.23 | \$12.53 | \$ 1.23 | \$1.55 | \$ 2.23 | \$ 2.53 |
| | \$11.54 | \$12.24 | \$12.54 | \$ 1.24 | \$1.57 | \$ 2.24 | \$ 2.54 |
| | \$11.56 | \$12.26 | \$12.56 | \$ 1.26 | \$1.59 | \$ 2.26 | \$ 2.56 |
| | \$11.58 | | \$12.58 | \$ 1.28 | | | \$ 2.58 |
| | \$12.00 | \$12.30 | \$ 1.00 | \$ 1.30 | \$2.03 | \$ 2.30 | \$ 3.00 |
| | 12.04 | 12.34 | 1.04 | 1.34 | 2.08 | 2.34 | 3.04 |
| | \$12.07 | \$12.37 | \$ 1.07 | \$ 1.37 | \$ 2.11 | \$ 2.37 | \$ 3.07 |
| | \$12.11 | \$12.41 | \$ 1.11 | \$ 1.41 | \$ 2.15 | \$ 2.41 | \$ 3.11 |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 829 | 831 | 833 | 835 | 837 | 839 | 841 |

✚ Will Not Run May 30, July 4, Sept. 4.

PHILADELPHIA TO BANKS

| STATIONS | FIRST CLASS | | | | |
|----------------------|------------------|--|--|--|-------------------|
| | ●377 | ±013 | ±0605 | ±0313 | ●9 |
| | Saturday Only | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily Ex. Mon. |
| | A. M. | A. M. | A. M. | A. M. | P. M. |
| SUBURBAN..... | \$10.00 | \$10.00 | \$10.25 | \$10.30 | |
| PHILA.-30th-ST..... | \$10.03 | \$10.03 | \$10.28 | \$10.33 | E 1.30 |
| ZOO..... | 10.06 | 10.06 | 10.31 | 10.36 | 1.37 |
| FIFTY-SECOND ST..... | 10.08 | 10.08 | 10.33 | 10.38 | 1.41 |
| OVERBROOK..... | \$10.10 | \$10.10 | 10.35 | \$10.40 | 1.45 |
| MERION..... | \$10.11 | \$10.11 | | \$10.41 | |
| NARBERTH..... | \$10.13 | \$10.13 | | \$10.43 | |
| WYNNEWOOD..... | \$10.14 | \$10.14 | | \$10.44 | |
| ARDMORE..... | \$10.16 | \$10.16 | \$10.38 | \$10.46 | |
| HAVERFORD..... | \$10.18 | \$10.18 | | \$10.48 | |
| BRYN MAWR..... | \$10.21 | \$10.21 | 10.41 | \$10.51 | 1.51 |
| ROSEMONT..... | \$10.23 | | | \$10.53 | |
| VILLANOVA..... | \$10.25 | | | \$10.55 | |
| RADNOR..... | \$10.27 | | | \$10.57 | |
| ST. DAVIDS..... | \$10.29 | | | \$10.59 | |
| WAYNE..... | \$10.30 | | Will Not Run May 30 July 4 Sept. 4 | \$11.00 | |
| STRAFFORD..... | \$10.32 | | | \$11.02 | |
| DEVON..... | \$10.34 | | | \$11.04 | |
| BERWYN..... | \$10.36 | | | \$11.06 | |
| DAYLESFORD..... | \$10.38 | | | \$11.08 | |
| PAOLI..... | \$10.40 | | | \$11.10 | |
| MALVERN..... | | | \$10.51 | | 2.02 |
| WHITFORD..... | | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | |
| DOWNINGTOWN..... | | | \$11.03 | | |
| THORN..... | | | 11.06 | | 2.18 |
| COATESVILLE..... | | | \$11.09 | | |
| PARKESBURG..... | | | 11.14 | | 2.32 |
| LANCASTER..... | | | \$11.35 | | 2.58 |
| LANDIS..... | | | | | |
| MOUNT JOY..... | | | | | |
| ELIZABETHTOWN..... | | | | | |
| MIDDLETOWN..... | | | 11.57 | | 3.20 |
| CLY..... | | | | | |
| LEMO..... | | | | | |
| HARRISBURG..... | | | \$12.07 | | E 3.35 |
| ROCKVILLE..... | | | | | # 6.25 |
| BANKS..... | | | | | 6.35 |
| | A. M. | A. M. | P. M. | A. M. | P. M. |
| | 377 | 013 | 605 | 313 | 9 |

CHESTNUT HILL BRANCH

| STATIONS | FIRST CLASS | | | |
|-------------------------|-------------------|-------------------|---------|-------------------|
| | ±0843 | ±0845 | 0847 | ±0849 |
| | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily Ex. Sun. |
| | P. M. | P. M. | P. M. | P. M. |
| CHESTNUT HILL..... | \$ 3.16 | \$ 3.46 | \$ 4.16 | \$ 4.39 |
| HIGHLAND..... | F 3.17 | F 3.47 | \$ 4.17 | \$ 4.40 |
| ST. MARTINS..... | \$ 3.18 | \$ 3.48 | \$ 4.18 | \$ 4.41 |
| ALLEN LANE..... | \$ 3.20 | \$ 3.50 | \$ 4.20 | \$ 4.43 |
| CARPENTER..... | \$ 3.21 | \$ 3.51 | \$ 4.21 | \$ 4.44 |
| UPSAL..... | \$ 3.22 | \$ 3.52 | \$ 4.22 | \$ 4.45 |
| TULPEHOCKEN..... | \$ 3.23 | \$ 3.53 | \$ 4.23 | \$ 4.46 |
| CHELTEN AVENUE..... | \$ 3.24 | \$ 3.54 | \$ 4.24 | \$ 4.47 |
| QUEEN LANE..... | \$ 3.26 | \$ 3.56 | \$ 4.26 | \$ 4.49 |
| WESTMORELAND..... | \$ 3.28 | | \$ 4.28 | \$ 4.51 |
| NORTH PHILA..... | \$ 3.30 | \$ 4.00 | \$ 4.32 | \$ 4.53 |
| ZOO..... | 3.34 | 4.04 | 4.36 | 4.57 |
| PHILA.-30th ST. UL..... | \$ 3.37 | \$ 4.07 | \$ 4.39 | \$ 5.00 |
| SUBURBAN..... | \$ 3.41 | \$ 4.11 | \$ 4.43 | \$ 5.04 |
| | P. M. | P. M. | P. M. | P. M. |
| | 843 | 845 | 847 | 849 |

Note—All Regular Trains Will Operate With MU Equipment.

| FIRST CLASS | | | | | | | |
|--|--|---------------|--|---------------|---------------|--|-----------------------------------|
| 397 | ✠●315 Daily Ex. Sun. | ●317 Daily | ✠●017 Daily Ex. Sat. & Sun. | ●607 Daily | ●319 Daily | ✠●321 Daily Ex. Sun. | ✠●023 Daily Ex. Sat. & Sun. |
| A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| \$10.45 | \$11.15 | \$11.45 | \$12.15 | \$12.25 | \$12.45 | \$ 1.15 | \$ 1.30 |
| \$10.48 | \$11.18 | \$11.48 | \$12.18 | \$12.28 | \$12.48 | \$ 1.18 | \$ 1.33 |
| 10.51 | 11.21 | 11.51 | 12.21 | 12.31 | 12.51 | 1.21 | 1.36 |
| 10.53 | 11.23 | 11.53 | 12.23 | 12.33 | 12.53 | 1.23 | 1.38 |
| \$10.55 | \$11.25 | \$11.55 | \$12.25 | 12.35 | \$12.55 | \$ 1.25 | \$ 1.40 |
| \$10.56 | \$11.26 | \$11.56 | \$12.26 | | \$12.58 | \$ 1.26 | \$ 1.41 |
| \$10.58 | \$11.28 | \$11.58 | \$12.28 | | \$ 1.00 | \$ 1.28 | \$ 1.43 |
| \$10.59 | \$11.29 | \$11.59 | \$12.29 | | \$ 1.02 | \$ 1.29 | \$ 1.44 |
| \$11.01 | \$11.31 | \$12.01 | \$12.31 | \$12.38 | \$ 1.04 | \$ 1.31 | \$ 1.46 |
| \$11.03 | \$11.33 | \$12.03 | \$12.33 | | \$ 1.06 | \$ 1.33 | \$ 1.48 |
| \$11.06 | \$11.36 | \$12.06 | \$12.36 | 12.41 | \$ 1.08 | \$ 1.36 | \$ 1.51 |
| \$11.08 | \$11.38 | \$12.08 | | | \$ 1.10 | \$ 1.38 | |
| \$11.10 | \$11.40 | \$12.10 | | | \$ 1.12 | \$ 1.40 | |
| \$11.12 | \$11.42 | \$12.12 | | | \$ 1.14 | \$ 1.42 | |
| \$11.14 | \$11.44 | \$12.14 | | | \$ 1.16 | \$ 1.44 | |
| \$11.15 | \$11.45 | \$12.15 | | | \$ 1.18 | \$ 1.45 | |
| \$11.17 | \$11.47 | \$12.17 | | \$12.47 | \$ 1.20 | \$ 1.47 | |
| \$11.19 | \$11.49 | \$12.19 | | \$12.49 | \$ 1.22 | \$ 1.49 | |
| \$11.21 | \$11.51 | \$12.21 | | \$12.51 | \$ 1.24 | \$ 1.51 | |
| \$11.23 | \$11.53 | \$12.23 | | | \$ 1.26 | \$ 1.53 | |
| \$11.25 | \$11.55 | \$12.25 | | \$12.55 | \$ 1.30 | \$ 1.55 | |
| | | | | | | | |
| Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | \$ 1.03 | | Will Not Run May 30 July 4 Sept. 4 | |
| | | | | \$ 1.08 | | | |
| | | | | 1.11 | | | |
| | | | | \$ 1.14 | | | |
| | | | | 1.19 | | | |
| | | | | | | | |
| | | | | \$ 1.40 | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | 2.02 | | | |
| | | | | | | | |
| MU | MU | MU | MU | MU | MU | MU | MU |
| | | | | \$ 2.12 | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 397 | 315 | 317 | 017 | 607 | 319 | 321 | 023 |

| WESTWARD | | | | | | | |
|-------------|-----------------------------------|-----------------------------------|----------------------------|---------------------------|----------------------------|-----------------------------------|---------------|
| FIRST CLASS | | | | | | | |
| | ✠●851 Daily Ex. Sat. & Sun. | ✠●853 Daily Ex. Sat. & Sun. | ✠●855 Daily Ex. Sun. | ●857 Daily Ex. Sat. | ✠●859 Daily Ex. Sun. | ✠●861 Daily Ex. Sat. & Sun. | ●863 Daily |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | \$ 5.00 | \$ 5.23 | \$ 5.41 | \$ 5.55 | \$ 6.22 | \$ 7.04 | \$ 7.35 |
| | | \$ 5.24 | \$ 5.42 | \$ 5.56 | \$ 6.23 | \$ 7.05 | \$ 7.36 |
| | \$ 5.02 | | \$ 5.43 | \$ 5.57 | \$ 6.24 | \$ 7.06 | \$ 7.37 |
| | \$ 5.04 | | \$ 5.44 | \$ 5.58 | \$ 6.25 | \$ 7.08 | \$ 7.39 |
| | \$ 5.05 | | \$ 5.45 | \$ 5.59 | \$ 6.26 | \$ 7.09 | \$ 7.40 |
| | \$ 5.07 | | \$ 5.46 | \$ 6.00 | \$ 6.27 | \$ 7.10 | \$ 7.41 |
| | \$ 5.08 | | \$ 5.47 | \$ 6.01 | \$ 6.28 | \$ 7.11 | \$ 7.42 |
| | \$ 5.09 | \$ 5.28 | \$ 5.49 | \$ 6.03 | \$ 6.30 | \$ 7.13 | \$ 7.44 |
| | \$ 5.11 | \$ 5.30 | \$ 5.51 | \$ 6.05 | \$ 6.32 | \$ 7.15 | \$ 7.46 |
| | \$ 5.13 | | | | | | |
| | \$ 5.15 | \$ 5.34 | \$ 5.55 | \$ 6.09 | \$ 6.36 | \$ 7.18 | \$ 7.49 |
| | 5.18 | 5.38 | 5.59 | 6.13 | 6.40 | 7.22 | 7.53 |
| | \$ 5.21 | \$ 5.41 | \$ 6.02 | \$ 6.16 | \$ 6.43 | \$ 7.25 | \$ 7.56 |
| | \$ 5.25 | \$ 5.45 | \$ 6.06 | \$ 6.20 | \$ 6.47 | \$ 7.29 | \$ 8.00 |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 851 | 853 | 855 | 857 | 859 | 861 | 863 |

✠Will Not Run May 30, July 4, Sept. 4.

PHILADELPHIA TO BANKS

| STATIONS | FIRST CLASS | | | | |
|-------------------------------|-------------|---------|----------------|-----------------------|----------|
| | ● 323 | 33 | ±● 325 | ±● 027 | ● 379 |
| | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN..... | \$ 1.45 | | \$ 2.15 | \$ 2.30 | \$ 2.45 |
| PHILA.-30th-ST. { Upper Level | \$ 1.48 | | \$ 2.18 | \$ 2.33 | \$ 2.48 |
| { Lower Level | | \$ 2.05 | | | |
| ZOO..... | 1.51 | 2.10 | 2.21 | 2.36 | 2.51 |
| FIFTY-SECOND ST..... | 1.53 | 2.12 | 2.23 | 2.38 | 2.53 |
| OVERBROOK..... | \$ 1.55 | 2.15 | \$ 2.25 | \$ 2.40 | \$ 2.55 |
| MERION..... | \$ 1.56 | | \$ 2.26 | \$ 2.41 | \$ 2.56 |
| NARBERTH..... | \$ 1.58 | | \$ 2.28 | \$ 2.43 | \$ 2.58 |
| WYNNEWOOD..... | \$ 1.59 | | \$ 2.29 | \$ 2.44 | \$ 2.59 |
| ARDMORE..... | \$ 2.01 | | \$ 2.31 | \$ 2.46 | \$ 3.01 |
| HAVERFORD..... | \$ 2.03 | | \$ 2.33 | \$ 2.48 | \$ 3.03 |
| BRYN MAWR..... | \$ 2.06 | 2.21 | \$ 2.36 | \$ 2.51 | \$ 3.06 |
| ROSEMONT..... | \$ 2.08 | | \$ 2.38 | | \$ 3.08 |
| VILLANOVA..... | \$ 2.10 | | \$ 2.40 | | \$ 3.10 |
| RADNOR..... | \$ 2.12 | | \$ 2.42 | | \$ 3.12 |
| ST. DAVIDS..... | \$ 2.14 | | \$ 2.44 | | \$ 3.14 |
| WAYNE..... | \$ 2.15 | | \$ 2.45 | | \$ 3.15 |
| STRAFFORD..... | \$ 2.17 | | \$ 2.47 | | \$ 3.17 |
| DEVON..... | \$ 2.19 | | \$ 2.49 | | \$ 3.19 |
| BERWYN..... | \$ 2.21 | | \$ 2.51 | | \$ 3.21 |
| DAYLESFORD..... | \$ 2.23 | | \$ 2.53 | | \$ 3.23 |
| PAOLI..... | \$ 2.25 | | \$ 2.55 | | \$ 3.25 |
| MALVERN..... | | \$ 2.33 | | | |
| WHITFORD..... | | | Will Not Run | Will Not Run | Will Run |
| DOWNINGTOWN..... | | | May 30 | May 30 | Saturday |
| THORN..... | | 2.48 | July 4 | July 4 | Sunday |
| COATESVILLE..... | | \$ 2.53 | Sept. 4 | Sept. 4 | and |
| PARKESBURG..... | | 2.58 | | | May 30 |
| | | | | | July 4 |
| | | | | | Sept. 4 |
| LANCASTER..... | | \$ 3.23 | | | |
| LANDIS..... | | | | | |
| MOUNT JOY..... | | | | | |
| ELIZABETHTOWN..... | | | | | |
| MIDDLETOWN..... | | 3.43 | | | |
| CLY..... York Haven | | | | | |
| LEMO..... Line | MU | | MU | MU | MU |
| HARRISBURG..... | | \$ 3.55 | | | |
| | | 4.05 | | | |
| ROCKVILLE..... | | 4.15 | | | |
| BANKS..... | | 4.20 | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 323 | 33 | 325 | 027 | 379 |

CHESTNUT HILL BRANCH

| STATIONS | FIRST CLASS | | | |
|-------------------------|----------------|----------------|-----------------------|----------------|
| | ±● 865 | ● 867 | ±● 875 | ±● 869 |
| | Daily Ex. Sun. | Daily Ex. Sat. | Daily Ex. Sat. & Sun. | Daily Ex. Sun. |
| | P. M. | P. M. | P. M. | P. M. |
| CHESTNUT HILL..... | \$ 8.13 | \$ 9.05 | \$ 9.35 | \$10.19 |
| HIGHLAND..... | \$ 8.14 | \$ 9.06 | \$ 9.36 | \$10.20 |
| ST. MARTINS..... | \$ 8.15 | \$ 9.07 | \$ 9.37 | \$10.21 |
| ALLEN LANE..... | \$ 8.16 | \$ 9.08 | \$ 9.38 | \$10.22 |
| CARPENTER..... | \$ 8.17 | \$ 9.09 | \$ 9.39 | \$10.23 |
| UPSAL..... | \$ 8.18 | \$ 9.10 | \$ 9.40 | \$10.24 |
| TULPEHOCKEN..... | \$ 8.19 | \$ 9.11 | \$ 9.41 | \$10.25 |
| CHELLEN AVENUE..... | \$ 8.21 | \$ 9.13 | \$ 9.43 | \$10.27 |
| QUEEN LANE..... | \$ 8.23 | \$ 9.15 | \$ 9.45 | \$10.29 |
| WESTMORELAND..... | | | | |
| NORTH PHILA..... | \$ 8.27 | \$ 9.19 | \$ 9.49 | \$10.33 |
| ZOO..... | 8.31 | 9.23 | 9.53 | 10.37 |
| PHILA.-30th ST. UL..... | \$ 8.34 | \$ 9.26 | \$ 9.56 | \$10.40 |
| SUBURBAN..... | \$ 8.38 | \$ 9.30 | \$10.00 | \$10.44 |
| | P. M. | P. M. | P. M. | P. M. |
| | 865 | 867 | 875 | 869 |

Note—All Regular Trains Will Operate With MU Equipment.

FIRST CLASS

| #● 327 Daily Ex. Sat. & Sun. | #● 029 Daily Ex. Sat. & Sun. | 23 Daily | ● 11 Daily Ex. Mon. | #● 329 Daily Ex. Sun. | #● 609 Daily Ex. Sat. & Sun. | #● 031 Daily Ex. Sat. & Sun. | ● 331 Daily |
|--|--|---------------------------------|---------------------------------|---|--|--|----------------|
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| \$ 2.45 | \$ 3.00 | | | \$ 3.12 | \$ 3.25 | \$ 3.30 | \$ 3.45 |
| \$ 2.48 | \$ 3.03 | | | \$ 3.15 | \$ 3.28 | \$ 3.33 | \$ 3.48 |
| 2.51 | 3.06 | 3.22 | 2.26 | 3.18 | 3.31 | 3.36 | 3.51 |
| 2.53 | \$ 3.08 | 3.25 | 2.28 | 3.20 | 3.33 | 3.38 | 3.53 |
| \$ 2.56 | \$ 3.11 | 3.27 | 2.31 | G 3.22 | 3.35 | \$ 3.40 | \$ 3.56 |
| \$ 2.58 | \$ 3.12 | | | G 3.23 | | \$ 3.41 | \$ 3.58 |
| \$ 3.00 | \$ 3.14 | | | G 3.24 | | \$ 3.43 | \$ 4.00 |
| \$ 3.03 | \$ 3.15 | | | G 3.25 | | \$ 3.44 | \$ 4.02 |
| \$ 3.05 | \$ 3.17 | | | \$ 3.26 | | \$ 3.46 | \$ 4.04 |
| \$ 3.07 | \$ 3.19 | | | \$ 3.28 | | \$ 3.48 | \$ 4.06 |
| \$ 3.10 | \$ 3.22 | 3.33 | 2.37 | \$ 3.31 | 3.40 | \$ 3.51 | \$ 4.08 |
| \$ 3.12 | | | | \$ 3.33 | | | \$ 4.10 |
| \$ 3.14 | | | | \$ 3.35 | | | \$ 4.12 |
| \$ 3.16 | | | | \$ 3.37 | | | \$ 4.14 |
| \$ 3.18 | | | | \$ 3.39 | | | \$ 4.16 |
| \$ 3.20 | | | | \$ 3.41 | Will Not Run May 30 July 4 Sept. 4 | | \$ 4.18 |
| \$ 3.22 | | G.O. 2327 Col. 3 Page 123 | G.O. 2345 Page 123 Col. 4 | \$ 3.43 | | | \$ 4.20 |
| \$ 3.24 | | | | \$ 3.45 | | | \$ 4.22 |
| \$ 3.26 | | | | \$ 3.47 | | | \$ 4.24 |
| \$ 3.28 | | | | \$ 3.49 | | | \$ 4.26 |
| \$ 3.32 | | | | \$ 3.53 | | | \$ 4.30 |
| | | \$ 3.45 | 2.51 | | \$ 3.50 | | |
| Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | | Will Not Run Nov. 23 Dec. 25 Jan. 1 | \$ 3.52 | Will Not Run May 30 July 4 Sept. 4 | |
| | | 4.00 | 3.07 | | \$ 3.59 | | |
| | | \$ 4.05 | | | \$ 4.04 | | |
| | | 4.10 | 3.18 | | \$ 4.07 | | |
| | | | | | \$ 4.10 | | |
| | | | | | \$ 4.15 | | |
| | | \$ 4.32 | 3.40 | | \$ 4.37 | | |
| | | | | G.O. 2327 Col. 5 Page 123 | \$ 4.53 | | |
| | | 4.55 | 4.12 | | 5.00 | | |
| MU | MU | | | MU | MU | MU | MU |
| | | \$ 5.08 | E 4.25 | | \$ 5.10 | | |
| | | 5.20 | # 5.40 | | | | |
| | | 5.30 | 5.50 | | | | |
| | | 5.35 | 6.00 | | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 327 | 029 | 23 | 11 | 329 | 609 | 031 | 331 |

WESTWARD

FIRST CLASS

| #● 871 Daily Ex. Sat. & Sun. | ● 881 | | | | | | |
|------------------------------------|---------|--|--|--|--|--|--|
| P. M. | P. M. | | | | | | |
| \$11.15 | \$11.50 | | | | | | |
| \$11.16 | \$11.51 | | | | | | |
| \$11.17 | \$11.52 | | | | | | |
| \$11.18 | \$11.53 | | | | | | |
| \$11.19 | \$11.54 | | | | | | |
| \$11.20 | \$11.55 | | | | | | |
| \$11.21 | \$11.56 | | | | | | |
| \$11.23 | \$11.58 | | | | | | |
| \$11.25 | \$12.00 | | | | | | |
| \$11.29 | \$12.04 | | | | | | |
| 11.33 | 12.08 | | | | | | |
| \$11.36 | \$12.11 | | | | | | |
| \$11.40 | \$12.15 | | | | | | |
| P. M. | A. M. | | | | | | |
| 871 | 881 | | | | | | |

No. 881 Will Run Saturday and Sunday and May 30, July 4, Sept. 4.
 # Will Not Run May 30, July 4, Sept. 4.

PHILADELPHIA TO BANKS

| STATIONS | FIRST CLASS | | | |
|-----------------------------|--------------------------|--------------------------|------------------|--------------------------|
| | ☛●033 | ☛●035 | ●381 | ☛●333 |
| | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Saturday Only | Daily Ex. Sat. & Sun. |
| | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN..... | \$ 4.00 | \$ 4.15 | \$ 4.15 | \$ 4.25 |
| PHILA.- { Upper Level | \$ 4.03 | \$ 4.18 | \$ 4.18 | \$ 4.28 |
| 30th-ST. { Lower Level | | | | |
| ZOO..... | 4.06 | 4.21 | 4.21 | 4.31 |
| FIFTY-SECOND ST..... | 4.08 | 4.23 | 4.23 | 4.33 |
| OVERBROOK..... | \$ 4.11 | \$ 4.25 | \$ 4.25 | 4.35 |
| MERION..... | \$ 4.13 | \$ 4.26 | \$ 4.26 | |
| NARBERTH..... | \$ 4.15 | \$ 4.28 | \$ 4.28 | |
| WYNNEWOOD..... | \$ 4.17 | \$ 4.29 | \$ 4.29 | |
| ARDMORE..... | \$ 4.19 | \$ 4.31 | \$ 4.31 | \$ 4.41 |
| HAVERFORD..... | \$ 4.21 | \$ 4.33 | \$ 4.33 | \$ 4.43 |
| BRYN MAWR..... | \$ 4.25 | \$ 4.36 | \$ 4.36 | \$ 4.45 |
| ROSEMONT..... | | | \$ 4.38 | \$ 4.47 |
| VILLANOVA..... | | | \$ 4.40 | \$ 4.49 |
| RADNOR..... | | | \$ 4.42 | \$ 4.51 |
| ST. DAVIDS..... | | | \$ 4.44 | \$ 4.53 |
| WAYNE..... | | | \$ 4.45 | \$ 4.55 |
| STRAFFORD..... | | | \$ 4.47 | \$ 4.57 |
| DEVON..... | | | \$ 4.49 | \$ 4.59 |
| BERWYN..... | | | \$ 4.51 | \$ 5.01 |
| DAYLESFORD..... | | | \$ 4.53 | \$ 5.03 |
| PAOLI..... | | | \$ 4.55 | \$ 5.10 |
| MALVERN..... | | | | |
| WHITFORD..... | Will Not | Will Not | | Will Not |
| DOWNTOWN..... | Run | Run | | Run |
| THORN..... | May 30 | May 30 | | May 30 |
| COATESVILLE..... | July 4 | July 4 | | July 4 |
| PARKESBURG..... | Sept. 4 | Sept. 4 | | Sept. 4 |
| LANCASTER..... | | | | |
| LANDIS..... | | | | |
| MOUNT JOY..... | | | | |
| ELIZABETHTOWN..... | | | | |
| MIDDLETOWN..... | | | | |
| CLY..... { York Haven | | | | |
| LEMO..... { Line | MU | MU | MU | MU |
| HARRISBURG..... | | | | |
| ROCKVILLE..... | | | | |
| BANKS..... | | | | |
| | P. M. | P. M. | P. M. | P. M. |
| | 033 | 035 | 381 | 333 |

SCHUYLKILL BRANCH

| STATIONS | FIRST CLASS | | | |
|-------------------------|--------------------------|-------------------|--------------------------|-------------------|
| | ☛●651 | ☛●653 | ☛●655 | ☛●657 |
| | Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sun. |
| | A. M. | A. M. | A. M. | A. M. |
| SUBURBAN..... | \$ 6.10 | \$ 6.59 | \$ 7.30 | \$ 7.55 |
| PHILA.-30th ST. UL..... | \$ 6.13 | \$ 7.02 | \$ 7.33 | \$ 7.58 |
| ZOO..... | 6.15 | 7.04 | 7.35 | 8.00 |
| FIFTY-SECOND ST..... | 6.17 | 7.06 | 7.37 | 8.02 |
| WYNNEFIELD AVE..... | \$ 6.19 | \$ 7.08 | \$ 7.39 | \$ 8.04 |
| BALA..... | \$ 6.21 | \$ 7.09 | \$ 7.40 | \$ 8.05 |
| CYNWYD..... | \$ 6.23 | \$ 7.10 | \$ 7.41 | \$ 8.06 |
| BARMOUTH..... | | \$ 7.12 | \$ 7.43 | \$ 8.08 |
| MANAYUNK..... | \$ 6.26 | \$ 7.15 | \$ 7.46 | \$ 8.11 |
| | A. M. | A. M. | A. M. | A. M. |
| | 651 | 653 | 655 | 657 |

Note—All Regular Trains Will Operate With MU Equipment.

| WESTWARD | | | | | | | |
|-------------|-----------------------------------|---------------------------|-----------------------------------|---------------------------|----------------------------|----------------------------|----------------------------|
| FIRST CLASS | | | | | | | |
| | ♣ 659 Daily Ex. Sat. & Sun. | ● 687 Saturday Only | ♣ 661 Daily Ex. Sat. & Sun. | ● 689 Saturday Only | ♣ 663 Daily Ex. Sun. | ♣ 665 Daily Ex. Sun. | ♣ 667 Daily Ex. Sun. |
| | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. |
| ----- | \$ 8.34 | \$ 9.00 | \$ 9.36 | \$10.06 | \$11.06 | \$12.06 | \$ 1.06 |
| ----- | \$ 8.37 | \$ 9.03 | \$ 9.39 | \$10.09 | \$11.09 | \$12.09 | \$ 1.09 |
| ----- | 8.39 | 9.05 | 9.41 | 10.11 | 11.11 | 12.11 | 1.11 |
| ----- | 8.41 | 9.07 | 9.43 | 10.13 | 11.13 | 12.13 | 1.13 |
| ----- | \$ 8.43 | \$ 9.09 | \$ 9.45 | \$10.15 | \$11.15 | \$12.15 | \$ 1.15 |
| ----- | \$ 8.44 | \$ 9.10 | \$ 9.46 | \$10.16 | \$11.16 | \$12.16 | \$ 1.16 |
| ----- | \$ 8.45 | \$ 9.11 | \$ 9.47 | \$10.17 | \$11.17 | \$12.17 | \$ 1.17 |
| ----- | \$ 8.47 | \$ 9.13 | \$ 9.49 | \$10.19 | \$11.19 | \$12.19 | \$ 1.19 |
| ----- | \$ 8.50 | \$ 9.16 | \$ 9.52 | \$10.22 | \$11.22 | \$12.22 | \$ 1.22 |
| ----- | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. |
| | 659 | 687 | 661 | 689 | 663 | 665 | 667 |

‡Will Not Run May 30, July 4, Sept. 4.

PHILADELPHIA TO BANKS

| STATIONS | FIRST CLASS | | | |
|------------------------|---------------|-----------------------|-----------------------|-----------------------|
| | ● 387 | ‡ 341 | ‡ 043 | ● 611 |
| | Saturday Only | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. |
| | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN | \$ 5.15 | \$ 5.15 | \$ 5.22 | \$ 5.28 |
| PHILA.- { Upper Level | \$ 5.18 | \$ 5.18 | \$ 5.25 | \$ 5.31 |
| 30th-ST. { Lower Level | | | | |
| ZOO | 5.21 | 5.21 | 5.28 | 5.34 |
| FIFTY-SECOND ST. | 5.23 | 5.23 | 5.30 | 5.36 |
| OVERBROOK | 5.25 | 5.27 | \$ 5.34 | 5.39 |
| MERION | | | \$ 5.36 | |
| NARBERTH | | | \$ 5.38 | |
| WYNNEWOOD | | | \$ 5.40 | |
| ARDMORE | \$ 5.28 | | \$ 5.42 | |
| HAVERFORD | | | \$ 5.44 | |
| BRYN MAWR | \$ 5.31 | 5.34 | \$ 5.48 | 5.46 |
| ROSEMONT | \$ 5.33 | \$ 5.36 | | |
| VILLANOVA | \$ 5.35 | \$ 5.38 | | |
| RADNOR | \$ 5.37 | \$ 5.41 | | |
| ST. DAVIDS | \$ 5.39 | \$ 5.43 | | |
| WAYNE | \$ 5.40 | \$ 5.46 | | |
| STRAFFORD | \$ 5.42 | \$ 5.48 | | |
| DEVON | \$ 5.44 | \$ 5.50 | | |
| BERWYN | \$ 5.46 | \$ 5.52 | | |
| DAYLESFORD | \$ 5.48 | \$ 5.54 | | |
| PAOLI | \$ 5.50 | \$ 5.56 | | C 5.58 |
| MALVERN | | | | # 6.01 |
| WHITFORD | | | | \$ 6.04 |
| DOWNINGTOWN | | | | \$ 6.11 |
| THORN | | | | \$ 6.16 |
| COATESVILLE | | | | 6.19 |
| PARKESBURG | | | | \$ 6.22 |
| | | | | 6.27 |
| LANCASTER | | | | \$ 6.48 |
| LANDIS | | | | |
| MOUNT JOY | | | | |
| ELIZABETHTOWN | | | | \$ 7.05 |
| MIDDLETOWN | | | | 7.12 |
| CLY. { York Haven | | | | |
| LEMO { Line | MU | MU | MU | MU |
| HARRISBURG | | | | \$ 7.22 |
| ROCKVILLE | | | | |
| BANKS | | | | |
| | P. M. | P. M. | P. M. | P. M. |
| | 387 | 341 | 043 | 611 |

SCHUYLKILL BRANCH

| STATIONS | FIRST CLASS | | | |
|---------------------|----------------|----------------|----------------|-----------------------|
| | ‡ 669 | ‡ 671 | ‡ 673 | ‡ 675 |
| | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sat. & Sun. |
| | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN | \$ 2.36 | \$ 3.36 | \$ 4.40 | \$ 5.18 |
| PHILA.-30th ST. UL. | \$ 2.39 | \$ 3.39 | \$ 4.43 | \$ 5.21 |
| ZOO | 2.41 | 3.41 | 4.46 | 5.24 |
| FIFTY-SECOND ST. | 2.43 | 3.43 | 4.49 | 5.27 |
| WYNNEFIELD AVE. | \$ 2.45 | \$ 3.45 | \$ 4.51 | \$ 5.29 |
| BALA | \$ 2.46 | \$ 3.46 | \$ 4.53 | \$ 5.31 |
| CYNWYD | \$ 2.47 | \$ 3.47 | \$ 4.55 | \$ 5.33 |
| BARMOUTH | \$ 2.49 | \$ 3.49 | \$ 4.57 | \$ 5.35 |
| MANAYUNK | \$ 2.52 | \$ 3.52 | \$ 4.59 | \$ 5.37 |
| | P. M. | P. M. | P. M. | P. M. |
| | 669 | 671 | 673 | 675 |

Note—All Regular Trains Will Operate With MU Equipment.

FIRST CLASS

| ●389 Saturday Only | ✱●343 Daily Ex. Sat. & Sun. | ✱●045 Daily Ex. Sat. & Sun. | 31 Daily | ●391 | ✱●345 Daily Ex. Sat. & Sun. | ●617 Saturday Only | ✱●347 Daily Ex. Sat. & Sun. |
|--------------------------|--|--|---------------------------------|--|--|---|--|
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| \$ 5.30 | \$ 5.33 | \$ 5.38 | | \$ 5.48 | \$ 5.50 | \$ 5.55 | \$ 5.55 |
| \$ 5.33 | \$ 5.36 | \$ 5.41 | | \$ 5.51 | \$ 5.53 | \$ 5.58 | \$ 5.58 |
| 5.36 | 5.39 | 5.44 | 5.47 | 5.54 | 5.56 | 6.01 | 6.01 |
| 5.38 | 5.41 | 5.46 | 5.50 | 5.56 | 5.58 | 6.03 | 6.03 |
| \$ 5.41 | 5.44 | \$ 5.50 | 5.53 | \$ 5.59 | 6.00 | 6.05 | \$ 6.07 |
| \$ 5.43 | | \$ 5.52 | | \$ 6.01 | | | \$ 6.09 |
| \$ 5.45 | | \$ 5.54 | | \$ 6.03 | | | \$ 6.11 |
| \$ 5.47 | | \$ 5.56 | | \$ 6.05 | | | \$ 6.14 |
| \$ 5.49 | | \$ 5.58 | | \$ 6.07 | | | \$ 6.16 |
| \$ 5.51 | | \$ 6.00 | | \$ 6.09 | | | \$ 6.19 |
| \$ 5.54 | 5.50 | \$ 6.04 | 5.59 | \$ 6.11 | \$ 6.10 | 6.10 | \$ 6.22 |
| \$ 5.56 | 5.52 | | | \$ 6.13 | \$ 6.12 | | |
| \$ 5.58 | \$ 5.55 | | | \$ 5.15 | \$ 6.14 | | |
| \$ 6.00 | \$ 5.58 | | | \$ 6.17 | \$ 6.16 | | |
| \$ 6.02 | \$ 6.01 | | | \$ 6.19 | \$ 6.18 | | |
| \$ 6.04 | \$ 6.04 | | | \$ 6.21 | \$ 6.21 | | |
| \$ 6.06 | \$ 6.06 | | G.O. 2327 Col. 4 Page 127 | \$ 6.23 | \$ 6.23 | | \$ 6.30 |
| \$ 6.08 | \$ 6.08 | | | \$ 6.25 | \$ 6.26 | | \$ 6.32 |
| \$ 6.10 | \$ 6.11 | | | \$ 6.27 | \$ 6.28 | | \$ 6.34 |
| \$ 6.12 | \$ 6.13 | | | \$ 6.29 | \$ 6.30 | | \$ 6.36 |
| \$ 6.16 | \$ 6.16 | | | \$ 6.33 | \$ 6.33 | | \$ 6.39 |
| | | | \$ 6.12 | | | \$ 6.20 | |
| | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | Will Run Saturday Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | \$ 6.22 \$ 6.29 \$ 6.34 6.37 \$ 6.40 \$ 6.45 | Will Not Run May 30 July 4 Sept. 4 |
| | | | 6.27 | | | | |
| | | | 6.35 | | | | |
| | | | \$ 6.57 | | | \$ 7.07 | |
| | | | | | | \$ 7.23 7.30 | |
| | | | 7.17 | | | | |
| MU | MU | MU | | MU | MU | MU | MU |
| | | | \$ 7.30 | | | \$ 7.40 | |
| | | | # 7.40 | | | | |
| | | | 7.50 | | | | |
| | | | 7.55 | | | | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 389 | 343 | 045 | 31 | 391 | 345 | 617 | 347 |

WESTWARD

FIRST CLASS

| ✱●677 Daily Ex. Sun. | ✱●679 Daily Ex. Sun. | ✱●681 Daily Ex. Sun. | ✱●683 Daily Ex. Sat. & Sun. | ✱●685 Daily Ex. Sun. | | | |
|----------------------------|----------------------------|----------------------------|-----------------------------------|----------------------------|--|--|--|
| P. M. | P. M. | P. M. | P. M. | P. M. | | | |
| \$ 5.45 | \$ 6.45 | \$ 8.15 | \$ 9.30 | \$11.55 | | | |
| \$ 5.48 | \$ 6.48 | \$ 8.18 | \$ 9.33 | \$11.58 | | | |
| 5.51 | 6.50 | 8.20 | 9.35 | 12.00 | | | |
| 5.54 | 6.52 | 8.22 | 9.37 | 12.02 | | | |
| \$ 5.56 | \$ 6.54 | \$ 8.24 | \$ 9.39 | \$12.04 | | | |
| \$ 5.58 | \$ 6.55 | \$ 8.25 | \$ 9.40 | \$12.05 | | | |
| \$ 6.00 | \$ 6.56 | \$ 8.26 | \$ 9.41 | \$12.06 | | | |
| \$ 6.02 | \$ 6.58 | \$ 8.28 | \$ 9.43 | \$12.08 | | | |
| \$ 6.04 | \$ 7.01 | \$ 8.31 | \$ 9.46 | \$12.11 | | | |
| P. M. | P. M. | P. M. | P. M. | A. M. | | | |
| 677 | 679 | 681 | 683 | 685 | | | |

✱Will Not Run May 30, July 4, Sept. 4.

PHILADELPHIA TO BANKS

| STATIONS | FIRST CLASS | | | | |
|------------------------|--------------------------|--------------------------|-------------------|---------|---------|
| | ⌘ 349 | ⌘ 613 | ⌘ 351 | ◇ 549 | ◇ 49 |
| | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily | Daily |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN..... | \$ 6.10 | \$ 6.20 | \$ 6.25 | | |
| PHILA.- { Upper Level | \$ 6.13 | \$ 6.23 | \$ 6.28 | | |
| 30th-ST. { Lower Level | | | | | |
| ZOO..... | 6.16 | 6.26 | 6.31 | | 6.38 |
| FIFTY-SECOND ST..... | 6.18 | 6.28 | 6.33 | | 6.41 |
| OVERBROOK..... | \$ 6.21 | 6.30 | \$ 6.36 | | 6.43 |
| MERION..... | \$ 6.23 | | \$ 6.38 | | |
| NARBERTH..... | \$ 6.25 | | \$ 6.40 | | |
| WYNNEWOOD..... | \$ 6.27 | | \$ 6.42 | | |
| ARDMORE..... | \$ 6.29 | | \$ 6.44 | | |
| HAVERFORD..... | \$ 6.31 | | \$ 6.46 | | |
| BRYN MAWR..... | \$ 6.34 | 6.35 | \$ 6.49 | | 6.49 |
| ROSEMONT..... | \$ 6.36 | | \$ 6.51 | | |
| VILLANOVA..... | \$ 6.38 | | \$ 6.53 | | |
| RADNOR..... | \$ 6.40 | | \$ 6.55 | | |
| ST. DAVIDS..... | \$ 6.42 | | \$ 6.57 | | |
| WAYNE..... | \$ 6.44 | Will Not | \$ 6.59 | | |
| STRAFFORD..... | \$ 6.46 | Run | \$ 7.01 | | |
| DEVON..... | \$ 6.48 | May 30 | \$ 7.03 | | |
| BERWYN..... | \$ 6.50 | July 4 | \$ 7.05 | | |
| DAYLESFORD..... | \$ 6.52 | Sept. 4 | \$ 7.07 | | |
| PAOLI..... | \$ 6.56 | | \$ 7.11 | | |
| MALVERN..... | | \$ 6.45 | | | \$ 7.01 |
| WHITFORD..... | Will Not | \$ 6.47 | | | |
| DOWNTOWN..... | Run | \$ 6.54 | Will Not | | |
| THORN..... | May 30 | \$ 6.59 | Run | | |
| COATESVILLE..... | July 4 | 7.02 | May 30 | | 7.16 |
| PARKESBURG..... | Sept. 4 | \$ 7.05 | July 4 | | |
| | | \$ 7.10 | Sept. 4 | | 7.24 |
| LANCASTER..... | | \$ 7.32 | | | \$ 7.47 |
| LANDIS..... | | | | | |
| MOUNT JOY..... | | | | | |
| ELIZABETHTOWN..... | | \$ 7.48 | | | |
| MIDDLETOWN..... | | 7.55 | | | 8.07 |
| CLY..... { York Haven | | | | 7.55 | |
| LEMO..... { Line | MU | MU | MU | 8.15 | |
| HARRISBURG..... | | \$ 8.05 | | \$ 8.20 | \$ 8.18 |
| ROCKVILLE..... | | | | | 8.36 |
| BANKS..... | | | | | 8.46 |
| | | | | | 8.51 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 349 | 613 | 351 | 549 | 49 |

FIRST CLASS

| | ● 353 Daily Ex. Sat. | ⊕ 055 Daily Ex. Sat. & Sun. | | ● 355 Daily | ⊕ 357 Daily Ex. Sat. & Sun. | 3 Daily | ⊕ 059 Daily Ex. Sat. & Sun. |
|--|----------------------------|--|---------------------------------|----------------|--|------------|--|
| | P. M. | P. M. | | P. M. | P. M. | P. M. | P. M. |
| | \$ 6.50 | \$ 7.15 | | \$ 7.30 | \$ 8.00 | | \$ 8.25 |
| | \$ 6.53 | \$ 7.18 | | \$ 7.33 | \$ 8.03 | | \$ 8.28 |
| | 6.56 | 7.21 | | 7.36 | 8.06 | 8.24 | 8.31 |
| | 6.58 | 7.23 | | 7.38 | 8.08 | 8.27 | 8.33 |
| | \$ 7.01 | \$ 7.25 | | \$ 7.40 | \$ 8.10 | 8.30 | \$ 8.35 |
| | \$ 7.03 | \$ 7.26 | | \$ 7.41 | \$ 8.11 | | \$ 8.36 |
| | \$ 7.05 | \$ 7.28 | | \$ 7.43 | \$ 8.13 | | \$ 8.38 |
| | \$ 7.07 | \$ 7.29 | | \$ 7.44 | \$ 8.14 | | \$ 8.39 |
| | \$ 7.09 | \$ 7.31 | | \$ 7.46 | \$ 8.16 | | \$ 8.41 |
| | \$ 7.11 | \$ 7.33 | | \$ 7.48 | \$ 8.18 | | \$ 8.43 |
| | \$ 7.14 | \$ 7.36 | | \$ 7.51 | \$ 8.21 | 8.35 | \$ 8.46 |
| | \$ 7.16 | | | \$ 7.53 | \$ 8.23 | | |
| | \$ 7.18 | | | \$ 7.55 | \$ 8.25 | | |
| | \$ 7.20 | | | \$ 7.57 | \$ 8.27 | | |
| | \$ 7.22 | | | \$ 7.59 | \$ 8.29 | | |
| | \$ 7.24 | | | \$ 8.00 | \$ 8.30 | | |
| | \$ 7.26 | | | \$ 8.02 | \$ 8.32 | | |
| | \$ 7.28 | | | \$ 8.04 | \$ 8.34 | | |
| | \$ 7.30 | | | \$ 8.06 | \$ 8.36 | | |
| | \$ 7.32 | | | \$ 8.08 | \$ 8.38 | | |
| | \$ 7.36 | | | \$ 8.10 | \$ 8.40 | \$ 8.46 | |
| | | | | | | # 8.51 | |
| | | Will Not Run May 30 July 4 Sept. 4 | G.O. 2338 Page 129 Col. 4 | | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 |
| | | | | | | 9.06 | |
| | | | | | | 9.14 | |
| | | | | | | \$ 9.38 | |
| | | | | | | | |
| | | | | | | 9.58 | |
| | MU | MU | | MU | MU | | MU |
| | | | | | | \$10.15 | |
| | | | | | | 10.35 | |
| | | | | | | 10.45 | |
| | | | | | | 10.50 | |
| | P. M. | P. M. | | P. M. | P. M. | P. M. | P. M. |
| | 353 | 055 | | 355 | 357 | 3 | 059 |

| STATIONS | FIRST CLASS | | | | |
|----------------------------|--|---------------------------------|--|---------|---------------------------------|
| | ● 395 | 555 | ±● 359 | ● 361 | 575 |
| | | Daily | Daily Ex. Sat. & Sun. | Daily | Daily |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN..... | \$ 8.25 | | \$ 8.50 | \$ 9.25 | |
| PHILA.- { Upper Level | \$ 8.28 | | \$ 8.53 | \$ 9.28 | |
| 30th-ST..... { Lower Level | | | | | |
| ZOO..... | 8.31 | | 8.56 | 9.31 | |
| FIFTY-SECOND ST..... | 8.33 | | 8.58 | 9.33 | |
| OVERBROOK..... | \$ 8.35 | | \$ 9.00 | \$ 9.36 | |
| MERION..... | \$ 8.36 | | \$ 9.01 | \$ 9.38 | |
| NARBERTH..... | \$ 8.38 | | \$ 9.03 | \$ 9.40 | |
| WYNNEWOOD..... | \$ 8.39 | | \$ 9.04 | \$ 9.42 | |
| ARDMORE..... | \$ 8.41 | | \$ 9.06 | \$ 9.44 | |
| HAVERFORD..... | \$ 8.43 | | \$ 9.08 | \$ 9.46 | |
| BRYN MAWR..... | \$ 8.46 | | \$ 9.11 | \$ 9.48 | |
| ROSEMONT..... | \$ 8.48 | | \$ 9.13 | \$ 9.50 | |
| VILLANOVA..... | \$ 8.50 | | \$ 9.15 | \$ 9.52 | |
| RADNOR..... | \$ 8.52 | | \$ 9.17 | \$ 9.54 | |
| ST. DAVIDS..... | \$ 8.54 | | \$ 9.19 | \$ 9.56 | |
| WAYNE..... | \$ 8.55 | | \$ 9.20 | \$ 9.58 | |
| STRAFFORD..... | \$ 8.57 | G.O. 2342 Page 130 Col. 2 | \$ 9.22 | \$10.00 | G.O. 2342 Page 130 Col. 5 |
| DEVON..... | \$ 8.59 | | \$ 9.24 | \$10.02 | |
| BERWYN..... | \$ 9.01 | | \$ 9.26 | \$10.04 | |
| DAYLESFORD..... | \$ 9.03 | | \$ 9.28 | \$10.06 | |
| PAOLI..... | \$ 9.05 | | \$ 9.30 | \$10.10 | |
| MALVERN..... | Will Run Saturday Sunday and May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | | |
| WHITFORD..... | | | | | |
| DOWNINGTOWN..... | | | | | |
| THORN..... | | | | | |
| COATESVILLE..... | | | | | |
| PARKESBURG..... | | | | | |
| LANCASTER..... | | | | | |
| LANDIS..... | | | | | |
| MOUNT JOY..... | | | | | |
| ELIZABETHTOWN..... | | | | | |
| MIDDLETOWN..... | | | | | |
| CLY..... { York Haven | | 9.58 | | | |
| LEMO..... { Line | MU | 10.20 | MU | MU | |
| HARRISBURG..... | | \$10.25 | | | \$11.35 |
| ROCKVILLE..... | | | | | 11.41 |
| BANKS..... | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 395 | 555 | 359 | 361 | 575 |

FIRST CLASS

| ● 615 Daily Ex. Sat. P. M. | ● 363 Daily P. M. | | ● 365 Daily P. M. | ◇ 55 Daily P. M. | ● 367 Daily P. M. | | |
|-------------------------------------|-------------------------|---------------------------------|-------------------------|------------------------------|-------------------------|--|--|
| \$ 9.50 | \$10.10 | | \$11.00 | | \$11.59 | | |
| \$ 9.53 | \$10.13 | | \$11.03 | | \$12.02 | | |
| | | | | C11.33 | | | |
| 9.56 | 10.16 | | 11.06 | 11.38 | 12.05 | | |
| 9.58 | 10.18 | | 11.08 | 11.40 | \$12.08 | | |
| 10.00 | \$10.20 | | \$11.11 | 11.43 | \$12.11 | | |
| | \$10.21 | | \$11.13 | | \$12.13 | | |
| | \$10.23 | | \$11.15 | G.O. 2327 Col. 5 | \$12.15 | | |
| | \$10.24 | | \$11.17 | Page 131 | \$12.17 | | |
| | \$10.26 | | \$11.19 | | \$12.19 | | |
| | \$10.28 | | \$11.21 | | \$12.21 | | |
| 10.05 | \$10.31 | | \$11.23 | 11.49 | \$12.23 | | |
| | \$10.33 | | \$11.25 | | \$12.25 | | |
| | \$10.35 | | \$11.27 | | \$12.27 | | |
| | \$10.37 | | \$11.29 | | \$12.29 | | |
| | \$10.39 | | \$11.31 | Baggage Service | \$12.31 | | |
| | \$10.40 | | \$11.33 | Sat., Sun. and | \$12.33 | | |
| | \$10.42 | G.O. 2345 Page 131 Col. 3 | \$11.35 | Nov. 23 Dec. 25 Jan. 1 | \$12.35 | | |
| | \$10.44 | | \$11.37 | | \$12.37 | | |
| | \$10.46 | | \$11.39 | | \$12.39 | | |
| | \$10.48 | | \$11.41 | | \$12.41 | | |
| | \$10.50 | | \$11.45 | \$12.01 | \$12.44 | | |
| \$10.15 | | | | # 12.06 | | | |
| \$10.17 | | | | | | | |
| \$10.24 | | | | | | | |
| \$10.29 | | | | | | | |
| 10.32 | | | | 12.21 | | | |
| \$10.35 | | | | | | | |
| 10.40 | | | | 12.31 | | | |
| | | | | | | | |
| \$11.01 | | | | \$12.53 | | | |
| | | | | | | | |
| \$11.17 | | | | | | | |
| 11.24 | | | | 1.13 | | | |
| | | | | | | | |
| MU | MU | | MU | | MU | | |
| \$11.34 | | | | \$ 1.25 | | | |
| | | | | 1.45 | | | |
| | | | | 1.55 | | | |
| | | | | 2.00 | | | |
| P. M. | P. M. | | P. M. | A. M. | A. M. | | |
| 615 | 363 | | 365 | 55 | 367 | | |

BANKS TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|------------------------|-------------|-----------|-----------|-----------|
| | 22 | 574 | 300 | 4 |
| | A. M. | A. M. | A. M. | A. M. |
| SUBURBAN..... | | | \$ 6.33 | |
| PHILA.- { Upper Level | | | \$ 6.29 | |
| 30th-ST. { Lower Level | D 5.20 | | | |
| ZOO..... | 5.15 | | 6.25 | 6.19 |
| FIFTY-SECOND ST..... | 5.11 | | \$ 6.23 | 6.16 |
| OVERBROOK..... | 5.09 | | \$ 6.20 | 6.13 |
| MERION..... | | | \$ 6.19 | |
| NARBERTH..... | | | \$ 6.17 | |
| WYNNEWOOD..... | | | \$ 6.16 | |
| ARDMORE..... | | | \$ 6.14 | |
| HAVERFORD..... | | | \$ 6.13 | |
| BRYN MAWR..... | 5.04 | | \$ 6.11 | 6.07 |
| ROSEMONT..... | | | \$ 6.09 | |
| VILLANOVA..... | | | \$ 6.07 | |
| RADNOR..... | | | \$ 6.05 | |
| ST. DAVIDS..... | | | \$ 6.03 | |
| WAYNE..... | | G.O. 2342 | \$ 6.02 | G.O. 2342 |
| STRAFFORD..... | | Page 132 | \$ 6.00 | Page 132 |
| DEVON..... | | Col. 2 | \$ 5.58 | Col. 4 |
| BERWYN..... | | | \$ 5.56 | |
| DAYLESFORD..... | | | \$ 5.54 | |
| PAOLI..... | 4.53 | | \$ 5.52 | D 5.56 |
| | D 4.48 | | | |
| MALVERN..... | | | | |
| WHITFORD..... | | | Will Not | |
| DOWNINGTOWN..... | | | Run | |
| THORN..... | 4.35 | | May 30 | 5.40 |
| | | | July 4 | |
| COATESVILLE..... | | | Sept. 4 | |
| PARKESBURG..... | 4.27 | | | 5.32 |
| | | | | |
| LANCASTER..... | # 4.06 | | | 5.09 |
| | \$ 4.01 | | | |
| LANDIS..... | | | | |
| MOUNT JOY..... | | | | |
| ELIZABETHTOWN..... | | | | |
| MIDDLETOWN..... | 3.38 | | | 4.48 |
| CLY..... { York Haven | | | | |
| LEMO..... { Line | | | MU | |
| HARRISBURG..... | 3.28 | | | # 4.38 |
| | \$ 3.10 | \$ 5.40 | | \$ 4.29 |
| ROCKVILLE..... | 3.00 | 5.29 | | 4.19 |
| BANKS..... | 2.55 | | | 4.14 |
| | A. M. | A. M. | A. M. | A. M. |
| | Daily | Daily | Daily Ex. | Daily |
| | 22 | 574 | 300 | 4 |

CHESTNUT HILL BRANCH

| STATIONS | FIRST CLASS | | | |
|-------------------------|-------------|-----------|-----------|-----------|
| | 870 | 800 | 802 | 804 |
| | A. M. | A. M. | A. M. | A. M. |
| CHESTNUT HILL..... | \$12.55 | \$ 7.16 | \$ 7.33 | \$ 7.50 |
| HIGHLAND..... | \$12.52 | \$ 7.12 | \$ 7.29 | \$ 7.44 |
| ST. MARTINS..... | \$12.51 | \$ 7.11 | \$ 7.28 | \$ 7.43 |
| ALLEN LANE..... | \$12.50 | \$ 7.10 | \$ 7.27 | \$ 7.42 |
| CARPENTER..... | \$12.49 | \$ 7.09 | \$ 7.26 | \$ 7.41 |
| UPSAL..... | \$12.48 | \$ 7.08 | \$ 7.25 | \$ 7.40 |
| TULPEHOCKEN..... | \$12.47 | \$ 7.07 | \$ 7.24 | \$ 7.39 |
| CHELLEN AVENUE..... | \$12.45 | \$ 7.06 | \$ 7.23 | \$ 7.38 |
| QUEEN LANE..... | \$12.43 | \$ 7.04 | \$ 7.21 | \$ 7.36 |
| WESTMORELAND..... | | \$ 7.02 | \$ 7.19 | \$ 7.34 |
| NORTH PHILA..... | \$12.40 | \$ 7.01 | \$ 7.18 | \$ 7.33 |
| ZOO..... | 12.36 | 6.57 | 7.14 | 7.29 |
| PHILA.-30th ST. UL..... | \$12.33 | \$ 6.54 | \$ 7.11 | \$ 7.26 |
| SUBURBAN..... | \$12.30 | \$ 6.51 | \$ 7.08 | \$ 7.23 |
| | A. M. | A. M. | A. M. | A. M. |
| | Daily | Daily Ex. | Daily Ex. | Daily Ex. |
| | 870 | 800 | 802 | 804 |

Note—All Regular Trains Will Operate With MU Equipment.

FIRST CLASS

| 372 | 48 | 548 | 302 | 002 | 600 | 304 |
|------------------|---------------------------------|---------------------------------|--------------------------|--------------------------|--------------------------|---------|
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| \$ 6.57 | | | \$ 7.09 | \$ 7.30 | \$ 7.35 | \$ 7.40 |
| \$ 6.53 | | | \$ 7.05 | \$ 7.26 | \$ 7.31 | \$ 7.36 |
| 6.49 | 7.56 | | 7.01 | 7.22 | 7.27 | 7.32 |
| \$ 6.47 | 7.53 | | 6.59 | \$ 7.19 | 7.24 | 7.30 |
| \$ 6.44 | 7.50 | | 6.57 | \$ 7.16 | 7.21 | Q 7.28 |
| \$ 6.43 | | | | \$ 7.14 | | Q 7.27 |
| \$ 6.41 | | | | \$ 7.12 | | Q 7.25 |
| \$ 6.40 | | | | \$ 7.10 | | Q 7.24 |
| \$ 6.38 | | | | \$ 7.08 | | Q 7.22 |
| \$ 6.37 | | | | \$ 7.06 | | \$ 7.21 |
| \$ 6.35 | 7.44 | | \$ 6.51 | \$ 7.04 | 7.16 | \$ 7.19 |
| \$ 6.33 | | | \$ 6.49 | | | \$ 7.17 |
| \$ 6.31 | | | \$ 6.46 | | | \$ 7.15 |
| \$ 6.29 | | | \$ 6.44 | | | \$ 7.12 |
| \$ 6.27 | | | \$ 6.42 | | | \$ 7.10 |
| \$ 6.26 | G.O. 2338 Page 133 Col. 3 | | \$ 6.40 | | Will Not Run | \$ 7.08 |
| \$ 6.24 | | | \$ 6.38 | | May 30 | \$ 7.06 |
| \$ 6.22 | | | \$ 6.36 | | July 4 | \$ 7.04 |
| \$ 6.20 | | | \$ 6.34 | | Sept. 4 | \$ 7.02 |
| \$ 6.18 | | | \$ 6.32 | | | \$ 7.00 |
| \$ 6.16 | 7.33 | | \$ 6.30 | | D 7.06 | \$ 6.58 |
| | | G.O. 2338 Page 133 Col. 4 | Will Not Run | Will Not Run | | |
| | 7.18 | | May 30 | May 30 | | \$ 7.02 |
| | | | July 4 | July 4 | | \$ 6.55 |
| | | | Sept. 4 | Sept. 4 | | \$ 6.50 |
| | 7.10 | | | | | 6.47 |
| | | | | | | \$ 6.43 |
| | \$ 6.48 | | | | | 6.38 |
| | | | | | | \$ 6.17 |
| | | | | | | |
| | | | | | | \$ 6.00 |
| | 6.26 | | | | | 5.53 |
| | | 7.05 | | | | |
| MU | | 6.45 | MU | MU | MU | MU |
| | 6.16 | \$ 6.40 | | | \$ 5.43 | |
| | \$ 6.06 | | | | | |
| | 5.56 | | | | | |
| | 5.51 | | | | | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| Saturday Only | Daily | Daily | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily |
| ● 372 | ◇ 48 | 548 | ‡ 302 | ‡ 002 | ‡ 600 | ● 304 |

EASTWARD

FIRST CLASS

| 806 | 808 | 810 | 812 | 814 | 816 | 818 |
|--------------------------|--------------------------|-------------------|---------|-------------------|-------------------|-------------------|
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| 8.02 | \$ 8.16 | \$ 8.34 | \$ 8.59 | \$ 9.29 | \$ 9.59 | \$10.29 |
| | \$ 8.10 | \$ 8.30 | \$ 8.55 | \$ 9.25 | \$ 9.55 | \$10.25 |
| | \$ 8.08 | \$ 8.29 | \$ 8.54 | \$ 9.24 | \$ 9.54 | \$10.24 |
| | \$ 8.07 | \$ 8.28 | \$ 8.53 | \$ 9.23 | \$ 9.53 | \$10.23 |
| | \$ 8.06 | \$ 8.27 | \$ 8.52 | \$ 9.22 | \$ 9.52 | \$10.22 |
| | \$ 8.04 | \$ 8.26 | \$ 8.51 | \$ 9.21 | \$ 9.51 | \$10.21 |
| | \$ 8.03 | \$ 8.25 | \$ 8.50 | \$ 9.20 | \$ 9.50 | \$10.20 |
| | \$ 8.02 | \$ 8.24 | \$ 8.49 | \$ 9.19 | \$ 9.49 | \$10.19 |
| | \$ 8.00 | \$ 8.22 | \$ 8.47 | \$ 9.17 | \$ 9.47 | \$10.17 |
| | \$ 7.58 | \$ 8.20 | \$ 8.45 | \$ 9.15 | | |
| 7.53 | \$ 7.57 | \$ 8.19 | \$ 8.44 | \$ 9.14 | \$ 9.44 | \$10.14 |
| 7.50 | 7.53 | 8.15 | 8.40 | 9.10 | 9.40 | 10.10 |
| | \$ 7.50 | \$ 8.12 | \$ 8.37 | \$ 9.07 | \$ 9.37 | \$10.07 |
| 7.44 | \$ 7.47 | \$ 8.09 | \$ 8.34 | \$ 9.04 | \$ 9.34 | \$10.04 |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. |
| ‡ 806 | ‡ 808 | ‡ 810 | ● 812 | ‡ 814 | ‡ 816 | ‡ 818 |

‡ Will Not Run May 30, July 4, Sept. 4.

BANKS TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|----------------------------|-------------|-------------|---------|-------------|
| | 306 | 308 | 30 | 310 |
| | A. M. | A. M. | A. M. | A. M. |
| SUBURBAN..... | \$ 7.54 | \$ 8.04 | | \$ 8.12 |
| PHILA.- { Upper Level | \$ 7.50 | \$ 8.00 | | \$ 8.08 |
| 30th-ST..... { Lower Level | | | | |
| ZOO..... | 7.46 | 7.56 | 7.47 | 8.04 |
| FIFTY-SECOND ST..... | 7.44 | 7.54 | 7.42 | 8.02 |
| OVERBROOK..... | \$ 7.42 | 7.52 | 7.40 | \$ 8.00 |
| MERION..... | \$ 7.40 | \$ 7.50 | | \$ 7.58 |
| NARBERTH..... | \$ 7.38 | \$ 7.48 | | \$ 7.56 |
| WYNNEWOOD..... | \$ 7.35 | \$ 7.45 | | \$ 7.54 |
| ARDMORE..... | \$ 7.33 | \$ 7.44 | | \$ 7.52 |
| HAVERFORD..... | \$ 7.31 | \$ 7.42 | | \$ 7.50 |
| BRYN MAWR..... | \$ 7.29 | \$ 7.40 | 7.34 | \$ 7.48 |
| ROSEMONT..... | | \$ 7.37 | | |
| VILLANOVA..... | | \$ 7.35 | | |
| RADNOR..... | | \$ 7.32 | | |
| ST. DAVIDS..... | | \$ 7.30 | | |
| WAYNE..... | \$ 7.21 | \$ 7.28 | | \$ 7.40 |
| STRAFFORD..... | \$ 7.19 | \$ 7.26 | | |
| DEVON..... | \$ 7.17 | \$ 7.24 | | \$ 7.36 |
| BERWYN..... | \$ 7.15 | \$ 7.22 | | |
| DAYLESFORD..... | \$ 7.13 | | | |
| PAOLI..... | \$ 7.11 | \$ 7.18 | \$ 7.24 | \$ 7.25 |
| MALVERN..... | | | | |
| WHITFORD..... | Will Not | Will Not | | Will Not |
| DOWNTOWN..... | Run | Run | | Run |
| THORN..... | May 30 | May 30 | 7.08 | May 30 |
| COATESVILLE..... | July 4 | July 4 | | July 4 |
| PARKESBURG..... | Sept. 4 | Sept. 4 | 7.00 | Sept. 4 |
| LANCASTER..... | | | \$ 6.37 | |
| LANDIS..... | | | | |
| MOUNT JOY..... | | | | |
| ELIZABETHTOWN..... | | | | |
| MIDDLETOWN..... | | | 6.14 | |
| CLY..... { York Haven | | | | |
| LEMO..... { Line | MU | MU | | MU |
| HARRISBURG..... | | | # 6.04 | |
| ROCKVILLE..... | | | \$ 5.56 | |
| BANKS..... | | | 5.46 | |
| | | | 5.41 | |
| | A. M. | A. M. | A. M. | A. M. |
| | Daily Ex. | Daily Ex. | Daily | Daily Ex. |
| | Sat. & Sun. | Sat. & Sun. | | Sat. & Sun. |
| | ◆ 306 | ◆ 308 | ◆ 30 | ◆ 310 |

CHESTNUT HILL BRANCH

| STATIONS | FIRST CLASS | | | |
|-------------------------|-------------|----------|----------|----------|
| | 820 | 822 | 824 | 826 |
| | A. M. | A. M. | A. M. | P. M. |
| CHESTNUT HILL..... | \$10.59 | \$11.29 | \$11.59 | \$12.29 |
| HIGHLAND..... | \$10.55 | \$11.25 | \$11.55 | \$12.25 |
| ST. MARTINS..... | \$10.54 | \$11.24 | \$11.54 | \$12.24 |
| ALLEN LANE..... | \$10.53 | \$11.23 | \$11.53 | \$12.23 |
| CARPENTER..... | \$10.52 | \$11.22 | \$11.52 | \$12.22 |
| UPSAL..... | \$10.51 | \$11.21 | \$11.51 | \$12.21 |
| TULPEHOCKEN..... | \$10.50 | \$11.20 | \$11.50 | \$12.20 |
| CHELTEN AVENUE..... | \$10.49 | \$11.19 | \$11.49 | \$12.19 |
| QUEEN LANE..... | \$10.47 | \$11.17 | \$11.47 | \$12.17 |
| WESTMORELAND..... | | \$11.15 | | |
| NORTH PHILA..... | \$10.44 | \$11.14 | \$11.44 | \$12.14 |
| ZOO..... | 10.40 | 11.10 | 11.40 | 12.10 |
| PHILA.-30th ST. UL..... | \$10.37 | \$11.07 | \$11.37 | \$12.07 |
| SUBURBAN..... | \$10.34 | \$11.04 | \$11.34 | \$12.04 |
| | A. M. | A. M. | A. M. | P. M. |
| | Daily | Daily | Daily | Daily |
| | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. |
| | ● 820 | ● 822 | ● 824 | ● 826 |

Note—All Regular Trains Will Operate With MU Equipment.

| FIRST CLASS | | | | | | |
|---|---------------------------------|---|---|---|---|---|
| 312 | | 012 | 314 | 014 | 316 | 318 |
| A. M. | | A. M. | A. M. | A. M. | A. M. | A. M. |
| \$ 8.20 | | \$ 8.24 | \$ 8.28 | \$ 8.35 | \$ 8.43 | \$ 8.32 |
| \$ 8.16 | | \$ 8.20 | \$ 8.24 | \$ 8.31 | \$ 8.39 | \$ 8.28 |
| 8.12 | | 8.16 | 8.20 | 8.27 | 8.35 | 8.24 |
| 8.10 | | 8.14 | 8.18 | 8.25 | 8.33 | 8.22 |
| 8.08 | | \$ 8.12 | \$ 8.16 | \$ 8.23 | \$ 8.31 | 8.20 |
| | | \$ 8.10 | \$ 8.14 | \$ 8.29 | \$ 8.29 | |
| | | \$ 8.08 | \$ 8.13 | \$ 8.19 | \$ 8.27 | |
| | | \$ 8.06 | \$ 8.11 | \$ 8.17 | \$ 8.25 | |
| | | \$ 8.04 | \$ 8.09 | \$ 8.15 | \$ 8.23 | |
| | | \$ 8.02 | \$ 8.08 | \$ 8.13 | \$ 8.21 | |
| 8.01 | | \$ 8.00 | \$ 8.05 | 8.10 | \$ 8.18 | 8.14 |
| \$ 7.56 | | | \$ 8.02 | | \$ 8.15 | |
| \$ 7.53 | | | \$ 8.00 | | \$ 8.13 | |
| \$ 7.51 | | | \$ 7.57 | | \$ 8.10 | |
| \$ 7.49 | | | \$ 7.54 | | \$ 8.08 | |
| \$ 7.47 | | | \$ 7.52 | | \$ 8.06 | |
| \$ 7.45 | | | \$ 7.50 | | \$ 8.04 | |
| \$ 7.43 | | | \$ 7.48 | | \$ 8.02 | |
| \$ 7.41 | | | \$ 7.46 | | \$ 8.00 | |
| \$ 7.38 | | | \$ 7.44 | | \$ 7.58 | |
| \$ 7.30 | | | \$ 7.42 | | \$ 7.56 | \$ 8.02 |
| Will Not Run May 30 July 4 Sept. 4 | G.O. 2338 Page 135 Col. 2 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 |
| MU | | MU | MU | MU | MU | MU |
| A. M. | | A. M. | A. M. | A. M. | A. M. | A. M. |
| Daily Ex. Sat. & Sun. | | Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. |
| ♣ 312 | | ♣ 012 | ♣ 314 | ♣ 014 | ♣ 316 | ♣ 318 |

EASTWARD

| FIRST CLASS | | | | | | | |
|-------------|---------|-------------------|-------------------|---------|-------------------|-------------------|---------|
| | 828 | 830 | 832 | 834 | 836 | 838 | 840 |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | \$12.59 | \$ 1.29 | \$ 1.59 | \$ 2.29 | \$ 3.01 | \$ 3.30 | \$ 4.01 |
| | \$12.55 | \$ 1.25 | \$ 1.55 | \$ 2.25 | \$ 2.57 | \$ 3.26 | \$ 3.57 |
| | \$12.54 | \$ 1.24 | \$ 1.54 | \$ 2.24 | \$ 2.56 | \$ 3.25 | \$ 3.56 |
| | \$12.53 | \$ 1.23 | \$ 1.53 | \$ 2.23 | \$ 2.55 | \$ 3.24 | \$ 3.55 |
| | \$12.52 | \$ 1.22 | \$ 1.52 | \$ 2.22 | \$ 2.54 | \$ 3.23 | \$ 3.54 |
| | \$12.51 | \$ 1.21 | \$ 1.51 | \$ 2.21 | \$ 2.52 | \$ 3.21 | \$ 3.52 |
| | \$12.50 | \$ 1.20 | \$ 1.50 | \$ 2.20 | \$ 2.51 | \$ 3.20 | \$ 3.51 |
| | \$12.49 | \$ 1.19 | \$ 1.49 | \$ 2.19 | \$ 2.49 | \$ 3.19 | \$ 3.49 |
| | \$12.47 | \$ 1.17 | \$ 1.47 | \$ 2.17 | \$ 2.47 | \$ 3.17 | \$ 3.47 |
| | \$12.45 | | \$ 1.45 | | \$ 2.45 | | \$ 3.45 |
| | \$12.44 | \$ 1.14 | \$ 1.44 | \$ 2.14 | \$ 2.44 | \$ 3.14 | \$ 3.44 |
| | 12.40 | 1.10 | 1.40 | 2.10 | 2.40 | 3.10 | 3.40 |
| | \$12.37 | \$ 1.07 | \$ 1.37 | \$ 2.07 | \$ 2.37 | \$ 3.07 | \$ 3.37 |
| | \$12.34 | \$ 1.04 | \$ 1.34 | \$ 2.04 | \$ 2.34 | \$ 3.04 | \$ 3.34 |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily |
| | ♣ 828 | ♣ 830 | ♣ 832 | ♣ 834 | ♣ 836 | ♣ 838 | ♣ 840 |

♣ Will Not Run May 30, July 4, Sept. 4.

BANKS TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|----------------------------|-------------|-------------|----------|--|
| | 602 | 018 | 320 | |
| | A. M. | A. M. | A. M. | |
| SUBURBAN..... | \$ 8.38 | \$ 8.50 | \$ 8.55 | |
| PHILA.- { Upper Level | \$ 8.34 | \$ 8.46 | \$ 8.51 | |
| 30th-ST..... { Lower Level | | | | |
| ZOO..... | 8.30 | 8.42 | 8.47 | |
| FIFTY-SECOND ST..... | 8.28 | 8.40 | 8.45 | |
| OVERBROOK..... | 8.26 | \$ 8.38 | G 8.43 | |
| MERION..... | | \$ 8.36 | G 8.42 | |
| NARBERTH..... | | \$ 8.33 | G 8.40 | |
| WYNNEWOOD..... | | \$ 8.32 | G 8.39 | |
| ARDMORE..... | | \$ 8.31 | G 8.38 | |
| HAVERFORD..... | | \$ 8.29 | G 8.37 | |
| BRYN MAWR..... | 8.19 | \$ 8.26 | \$ 8.36 | |
| ROSEMONT..... | | | \$ 8.33 | |
| VILLANOVA..... | | | \$ 8.31 | |
| RADNOR..... | | | \$ 8.29 | |
| ST. DAVIDS..... | | | \$ 8.27 | |
| WAYNE..... | Will Not | | \$ 8.25 | |
| STRAFFORD..... | Run | | \$ 8.23 | |
| DEVON..... | May 30 | | \$ 8.21 | |
| BERWYN..... | July 4 | | \$ 8.19 | |
| DAYLESFORD..... | Sept. 4 | | \$ 8.17 | |
| PAOLI..... | D 8.09 | | \$ 8.15 | |
| MALVERN..... | \$ 8.06 | | | |
| WHITFORD..... | \$ 8.00 | Will Not | Will Not | |
| DOWNINGTOWN..... | \$ 7.55 | Run | Run | |
| THORN..... | 7.52 | May 30 | May 30 | |
| COATESVILLE..... | \$ 7.49 | July 4 | July 4 | |
| PARKESBURG..... | \$ 7.43 | Sept. 4 | Sept. 4 | |
| LANCASTER..... | \$ 7.22 | | | |
| LANDIS..... | | | | |
| MOUNT JOY..... | | | | |
| ELIZABETHTOWN..... | | | | |
| MIDDLETOWN..... | 7.00 | | | |
| CLY..... { York Haven | | | | |
| LEMO..... { Line | MU | MU | MU | |
| HARRISBURG..... | \$ 6.50 | | | |
| ROCKVILLE..... | | | | |
| BANKS..... | | | | |
| | A. M. | A. M. | A. M. | |
| | Daily | Daily Ex. | Daily | |
| | Ex. Sun. | Sat. & Sun. | Ex. Sun. | |
| | ‡● 602 | ‡● 018 | ‡● 320 | |

CHESTNUT HILL BRANCH

| STATIONS | FIRST CLASS | | | |
|-------------------------|-------------|----------|-------------|-------------|
| | 842 | 844 | 846 | 848 |
| | P. M. | P. M. | P. M. | P. M. |
| CHESTNUT HILL..... | \$ 4.30 | \$ 4.52 | \$ 5.17 | \$ 5.34 |
| HIGHLAND..... | \$ 4.26 | \$ 4.48 | \$ 5.15 | \$ 5.32 |
| ST. MARTINS..... | \$ 4.25 | \$ 4.47 | \$ 5.13 | \$ 5.30 |
| ALLEN LANE..... | \$ 4.24 | \$ 4.46 | \$ 5.11 | \$ 5.28 |
| CARPENTER..... | \$ 4.23 | \$ 4.45 | \$ 5.09 | \$ 5.26 |
| UPSAL..... | \$ 4.21 | \$ 4.43 | \$ 5.07 | \$ 5.24 |
| TULPEHOCKEN..... | \$ 4.20 | \$ 4.42 | \$ 5.05 | \$ 5.22 |
| CHELLEN AVENUE..... | \$ 4.19 | \$ 4.40 | \$ 5.03 | \$ 5.20 |
| QUEEN LANE..... | \$ 4.17 | \$ 4.38 | \$ 5.01 | \$ 5.18 |
| WESTMORELAND..... | | \$ 4.36 | \$ 4.59 | \$ 5.16 |
| NORTH PHILA..... | \$ 4.14 | \$ 4.34 | \$ 4.57 | 5.15 |
| ZOO..... | 4.10 | 4.30 | 4.53 | 5.11 |
| PHILA.-30th ST. UL..... | \$ 4.07 | \$ 4.26 | \$ 4.49 | |
| SUBURBAN..... | \$ 4.04 | \$ 4.23 | \$ 4.46 | \$ 5.05 |
| | P. M. | P. M. | P. M. | P. M. |
| | Daily | Daily | Daily Ex. | Daily Ex. |
| | Ex. Sun. | Ex. Sun. | Sat. & Sun. | Sat. & Sun. |
| | ‡● 842 | ‡● 844 | ‡● 846 | ‡● 848 |

Note—All Regular Trains Will Operate With MU Equipment.

| FIRST CLASS | | | | | | |
|---|---------|---|------------------|---|---------|--|
| 020 | 322 | 022 | 382 | 324 | 604 | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | |
| \$ 9.05 | \$ 9.11 | \$ 9.21 | \$ 9.23 | \$ 9.42 | \$ 9.46 | |
| \$ 9.01 | \$ 9.07 | \$ 9.17 | \$ 9.19 | \$ 9.38 | \$ 9.42 | |
| 8.57 | 9.03 | 9.13 | 9.15 | 9.34 | 9.38 | |
| 8.55 | 9.01 | 9.11 | 9.13 | 9.32 | 9.36 | |
| \$ 8.53 | Q 8.59 | \$ 9.09 | 9.11 | \$ 9.30 | 9.34 | |
| \$ 8.51 | Q 8.58 | \$ 9.08 | | G 9.28 | | |
| \$ 8.49 | Q 8.57 | \$ 9.06 | | G 9.26 | | |
| \$ 8.47 | Q 8.56 | \$ 9.05 | | \$ 9.25 | | |
| \$ 8.45 | Q 8.54 | \$ 9.03 | \$ 9.07 | \$ 9.23 | | |
| \$ 8.43 | \$ 8.52 | \$ 9.02 | \$ 9.06 | G 9.22 | | |
| \$ 8.40 | \$ 8.50 | \$ 9.00 | \$ 9.04 | \$ 9.20 | 9.27 | |
| | \$ 8.48 | | \$ 9.02 | \$ 9.18 | | |
| | \$ 8.46 | | \$ 9.00 | \$ 9.16 | | |
| | \$ 8.44 | | \$ 8.58 | \$ 9.14 | | |
| | \$ 8.42 | | \$ 8.56 | \$ 9.12 | | |
| | \$ 8.40 | | \$ 8.55 | \$ 9.10 | | |
| | \$ 8.38 | | \$ 8.53 | \$ 9.08 | | |
| | \$ 8.36 | | \$ 8.51 | \$ 9.06 | | |
| | \$ 8.34 | | \$ 8.49 | \$ 9.04 | | |
| | \$ 8.32 | | \$ 8.47 | \$ 9.02 | | |
| | \$ 8.30 | | \$ 8.45 | \$ 9.00 | \$ 9.17 | |
| Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | \$ 9.05 | |
| | | | | | 9.02 | |
| | | | | | \$ 8.59 | |
| | | | | | 8.54 | |
| | | | | | \$ 8.33 | |
| | | | | | | |
| | | | | | \$ 8.16 | |
| | | | | | 8.10 | |
| MU | MU | MU | MU | MU | MU | |
| | | | | | \$ 8.00 | |
| | | | | | | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | |
| Daily Ex. Sat. & Sun. | Daily | Daily Ex. Sat. & Sun. | Saturday Only | Daily Ex. Sun. | Daily | |
| ✠●020 | ●322 | ✠●022 | ●382 | ✠●324 | ●604 | |

EASTWARD

FIRST CLASS

| | 850 | 874 | 852 | 854 | 856 | 858 | 860 |
|--|---------|--------------------------|--------------------------|-------------------|-------------------|-------------------|-------------------|
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | \$ 5.43 | \$ 5.50 | \$ 6.02 | \$ 6.25 | \$ 6.55 | \$ 7.25 | \$ 8.05 |
| | \$ 5.41 | \$ 5.48 | \$ 6.00 | \$ 6.23 | \$ 6.52 | \$ 7.22 | \$ 8.02 |
| | \$ 5.39 | \$ 5.46 | \$ 5.58 | \$ 6.21 | \$ 6.50 | \$ 7.21 | \$ 8.01 |
| | \$ 5.37 | \$ 5.44 | \$ 5.56 | \$ 6.19 | \$ 6.48 | \$ 7.20 | \$ 8.00 |
| | \$ 5.35 | \$ 5.42 | \$ 5.54 | \$ 6.17 | \$ 6.46 | \$ 7.19 | \$ 7.59 |
| | \$ 5.32 | | \$ 5.52 | \$ 6.15 | \$ 6.44 | \$ 7.18 | \$ 7.58 |
| | \$ 5.30 | | \$ 5.50 | \$ 6.14 | \$ 6.43 | \$ 7.17 | \$ 7.57 |
| | \$ 5.28 | | \$ 5.48 | \$ 6.12 | \$ 6.42 | \$ 7.15 | \$ 7.55 |
| | \$ 5.26 | | \$ 5.45 | \$ 6.10 | \$ 6.40 | \$ 7.13 | \$ 7.53 |
| | | | \$ 5.43 | \$ 6.08 | \$ 6.38 | \$ 7.11 | \$ 7.51 |
| | \$ 5.23 | 5.35 | \$ 5.41 | \$ 6.06 | \$ 6.36 | \$ 7.10 | \$ 7.50 |
| | 5.19 | 5.31 | 5.37 | 6.02 | 6.31 | 7.06 | 7.46 |
| | \$ 5.15 | | \$ 5.33 | \$ 5.58 | \$ 6.28 | \$ 7.03 | \$ 7.43 |
| | \$ 5.12 | \$ 5.25 | \$ 5.30 | \$ 5.55 | \$ 6.25 | \$ 7.00 | \$ 7.40 |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | Daily | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sat. | Daily Ex. Sun. |
| | ●850 | ✠●874 | ✠●852 | ✠●854 | ✠●856 | ●858 | ✠●860 |

✠ Will Not Run May 30, July 4, Sept. 4.

BANKS TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|-----------------------|-------------|----------|-------------|---------|
| | 024 | 326 | 026 | 328 |
| | A. M. | A. M. | A. M. | A. M. |
| SUBURBAN..... | \$ 9.51 | \$10.13 | \$10.21 | \$10.40 |
| PHILA.- {Upper Level | \$ 9.47 | \$10.09 | \$10.17 | \$10.36 |
| 30th-ST. {Lower Level | | | | |
| ZOO..... | 9.43 | 10.05 | 10.13 | 10.32 |
| FIFTY-SECOND ST..... | 9.41 | 10.03 | 10.11 | 10.30 |
| OVERBROOK..... | \$ 9.39 | \$10.01 | \$10.09 | \$10.28 |
| MERION..... | \$ 9.38 | \$ 9.58 | \$10.08 | \$10.27 |
| NARBERTH..... | \$ 9.36 | \$ 9.57 | \$10.06 | \$10.25 |
| WYNNEWOOD..... | \$ 9.35 | \$ 9.56 | \$10.05 | \$10.24 |
| ARDMORE..... | \$ 9.33 | \$ 9.54 | \$10.03 | \$10.22 |
| HAVERFORD..... | \$ 9.32 | \$ 9.52 | \$10.02 | \$10.21 |
| BRYN MAWR..... | \$ 9.30 | \$ 9.50 | \$10.00 | \$10.19 |
| ROSEMONT..... | | \$ 9.48 | | \$10.17 |
| VILLANOVA..... | | \$ 9.46 | | \$10.15 |
| RADNOR..... | | \$ 9.44 | | \$10.13 |
| ST. DAVIDS..... | | \$ 9.42 | | \$10.11 |
| WAYNE..... | | \$ 9.40 | | \$10.10 |
| STRAFFORD..... | | \$ 9.38 | | \$10.08 |
| DEVON..... | | \$ 9.36 | | \$10.06 |
| BERWYN..... | | \$ 9.34 | | \$10.04 |
| DAYLESFORD..... | | \$ 9.32 | | \$10.02 |
| PAOLI..... | | \$ 9.30 | | \$10.00 |
| MALVERN..... | | | | |
| WHITFORD..... | Will Not | Will Not | Will Not | |
| DOWNTOWN..... | Run | Run | Run | |
| THORN..... | May 30 | May 30 | May 30 | |
| COATESVILLE..... | July 4 | July 4 | July 4 | |
| PARKESBURG..... | Sept. 4 | Sept. 4 | Sept. 4 | |
| LANCASTER..... | | | | |
| LANDIS..... | | | | |
| MOUNT JOY..... | | | | |
| ELIZABETHTOWN..... | | | | |
| MIDDLETOWN..... | | | | |
| CLY..... {York Haven | | | | |
| LEMO..... {Line | MU | MU | MU | MU |
| HARRISBURG..... | | | | |
| ROCKVILLE..... | | | | |
| BANKS..... | | | | |
| | A. M. | A. M. | A. M. | A. M. |
| | Daily Ex. | Daily | Daily Ex. | Daily |
| | Sat. & Sun. | Ex. Sun. | Sat. & Sun. | |
| | ‡● 024 | ‡● 326 | ‡● 026 | ● 328 |

CHESTNUT HILL BRANCH

| STATIONS | FIRST CLASS | | | |
|-------------------------|-------------|-------------|----------|-------------|
| | 862 | 872 | 864 | 866 |
| | P. M. | P. M. | P. M. | P. M. |
| CHESTNUT HILL..... | \$ 8.55 | \$ 9.25 | \$10.05 | \$11.00 |
| HIGHLAND..... | \$ 8.52 | \$ 9.22 | \$10.02 | \$10.57 |
| ST. MARTINS..... | \$ 8.51 | \$ 9.21 | \$10.01 | \$10.56 |
| ALLEN LANE..... | \$ 8.50 | \$ 9.20 | \$10.00 | \$10.55 |
| CARPENTER..... | \$ 8.49 | \$ 9.19 | \$ 9.59 | \$10.54 |
| UPSAL..... | \$ 8.48 | \$ 9.18 | \$ 9.58 | \$10.53 |
| TULPEHOCKEN..... | \$ 8.47 | \$ 9.17 | \$ 9.57 | \$10.52 |
| CHELTEN AVENUE..... | \$ 8.45 | \$ 9.15 | \$ 9.55 | \$10.50 |
| QUEEN LANE..... | \$ 8.43 | \$ 9.13 | \$ 9.53 | \$10.48 |
| WESTMORELAND..... | | | | |
| NORTH PHILA..... | \$ 8.40 | \$ 9.10 | \$ 9.50 | \$10.45 |
| ZOO..... | 8.36 | 9.06 | 9.46 | 10.41 |
| PHILA.-30th ST. UL..... | \$ 8.33 | \$ 9.03 | \$ 9.43 | \$10.38 |
| SUBURBAN..... | \$ 8.30 | \$ 9.00 | \$ 9.40 | \$10.35 |
| | P. M. | P. M. | P. M. | P. M. |
| | Daily | Daily Ex. | Daily | Daily Ex. |
| | Ex. Sat. | Sat. & Sun. | Ex. Sun. | Sat. & Sun. |
| | ● 862 | ‡● 872 | ‡● 864 | ‡● 866 |

Note—All Regular Trains Will Operate With MU Equipment.

| FIRST CLASS | | | | | | |
|--|--|---------|--|--|---------|---------|
| 028 | 330 | 332 | 334 | 606 | 50 | 336 |
| A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. |
| \$10.56 | \$11.10 | \$11.40 | \$12.10 | \$12.14 | | \$12.45 |
| \$10.52 | \$11.06 | \$11.36 | \$12.06 | \$12.10 | | \$12.41 |
| 10.48 | 11.02 | 11.32 | 12.02 | 12.06 | 12.23 | 12.37 |
| 10.46 | 11.00 | 11.30 | 12.00 | 12.04 | 12.19 | 12.35 |
| \$10.44 | \$10.58 | \$11.28 | \$11.58 | 12.02 | 12.17 | \$12.33 |
| \$10.43 | \$10.57 | \$11.27 | \$11.57 | | | \$12.32 |
| \$10.41 | \$10.55 | \$11.25 | \$11.55 | | | \$12.30 |
| \$10.40 | \$10.54 | \$11.24 | \$11.54 | | | \$12.29 |
| \$10.38 | \$10.52 | \$11.22 | \$11.52 | \$11.55 | | \$12.27 |
| \$10.37 | \$10.51 | \$11.21 | \$11.51 | | | \$12.26 |
| \$10.35 | \$10.49 | \$11.19 | \$11.49 | 11.52 | 12.11 | \$12.24 |
| | \$10.47 | \$11.17 | \$11.47 | | | \$12.22 |
| | \$10.45 | \$11.15 | \$11.45 | | | \$12.20 |
| | \$10.43 | \$11.13 | \$11.43 | | | \$12.18 |
| | \$10.41 | \$11.11 | \$11.41 | | | \$12.16 |
| | \$10.40 | \$11.10 | \$11.40 | Will Not Run May 30 July 4 Sept. 4 | | \$12.15 |
| | \$10.38 | \$11.08 | \$11.38 | | | \$12.13 |
| | \$10.36 | \$11.06 | \$11.36 | | | \$12.11 |
| | \$10.34 | \$11.04 | \$11.34 | | | \$12.09 |
| | \$10.32 | \$11.02 | \$11.32 | | | \$12.07 |
| | \$10.30 | \$11.00 | \$11.30 | \$11.42 | \$12.00 | \$12.05 |
| Will Not Run May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | Will Not Run May 30 July 4 Sept. 4 | \$11.34 | | |
| | | | | \$11.29 | | |
| | | | | 11.26 | 11.45 | |
| | | | | \$11.23 | \$11.40 | |
| | | | | 11.18 | 11.35 | |
| | | | | \$10.57 | \$11.13 | |
| | | | | | | |
| | | | | 10.35 | 10.50 | |
| MU | MU | MU | MU | MU | MU | MU |
| | | | | \$10.25 | 10.40 | |
| | | | | | \$10.24 | |
| | | | | | 10.14 | |
| | | | | | 10.09 | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. |
| Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Daily | Daily |
| ✚ 028 | ✚ 330 | ● 332 | ✚ 334 | ✚ 606 | 50 | ● 336 |

EASTWARD

| FIRST CLASS | | | | | | |
|-------------|--|--|--|--|--|--|
| 868 | | | | | | |
| P. M. | | | | | | |
| \$11.40 | | | | | | |
| \$11.37 | | | | | | |
| \$11.36 | | | | | | |
| \$11.35 | | | | | | |
| \$11.34 | | | | | | |
| \$11.33 | | | | | | |
| \$11.32 | | | | | | |
| \$11.30 | | | | | | |
| \$11.28 | | | | | | |
| \$11.25 | | | | | | |
| 11.21 | | | | | | |
| \$11.18 | | | | | | |
| \$11.15 | | | | | | |
| P. M. | | | | | | |
| Daily | | | | | | |
| ● 868 | | | | | | |

✚ Will Not Run May 30, July 4, Sept. 4.

BANKS TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|-------------------------------|-------------|---------|--|------------------|
| | 338 | 340 | 040 | 388 |
| | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN | \$ 1.10 | \$ 1.40 | \$ 2.10 | \$ 2.10 |
| PHILA.-30th ST. { Upper Level | \$ 1.06 | \$ 1.36 | \$ 2.06 | \$ 2.06 |
| { Lower Level | | | | |
| ZOO | 1.02 | 1.32 | 2.02 | 2.02 |
| FIFTY-SECOND ST. | 1.00 | 1.30 | 2.00 | 2.00 |
| OVERBROOK | \$12.58 | \$ 1.28 | \$ 1.58 | \$ 1.58 |
| MERION | \$12.57 | \$ 1.27 | \$ 1.57 | \$ 1.57 |
| NARBERTH | \$12.55 | \$ 1.25 | \$ 1.55 | \$ 1.55 |
| WYNNEWOOD | \$12.54 | \$ 1.24 | \$ 1.54 | \$ 1.54 |
| ARDMORE | \$12.52 | \$ 1.22 | \$ 1.52 | \$ 1.62 |
| HAVERFORD | \$12.51 | \$ 1.21 | \$ 1.51 | \$ 1.51 |
| BRYN MAWR | \$12.49 | \$ 1.19 | \$ 1.49 | \$ 1.49 |
| ROSEMONT | \$12.47 | \$ 1.17 | | \$ 1.47 |
| VILLANOVA | \$12.45 | \$ 1.15 | | \$ 1.45 |
| RADNOR | \$12.43 | \$ 1.13 | | \$ 1.43 |
| ST. DAVIDS | \$12.41 | \$ 1.11 | | \$ 1.41 |
| WAYNE | \$12.40 | \$ 1.10 | | \$ 1.40 |
| STRAFFORD | \$12.38 | \$ 1.08 | | \$ 1.38 |
| DEVON | \$12.36 | \$ 1.06 | | \$ 1.36 |
| BERWYN | \$12.34 | \$ 1.04 | | \$ 1.34 |
| DAYLESFORD | \$12.32 | \$ 1.02 | | \$ 1.32 |
| PAOLI | \$12.30 | \$ 1.00 | | \$ 1.30 |
| MALVERN | | | Will Not Run May 30 July 4 Sept. 4 | |
| WHITFORD | | | | |
| DOWNINGTOWN | | | | |
| THORN | | | | |
| COATESVILLE | | | | |
| PARKESBURG | | | | |
| LANCASTER | | | | |
| LANDIS | | | | |
| MOUNT JOY | | | | |
| ELIZABETHTOWN | | | | |
| MIDDLETOWN | | | | |
| CLY. { York Haven | | | | |
| LEMO { Line | MU | MU | MU | MU |
| HARRISBURG | | | | |
| ROCKVILLE | | | | |
| BANKS | | | | |
| | P. M. | P. M. | P. M. | P. M. |
| | Daily | Daily | Daily Ex. Sat. & Sun. | Saturday Only |
| | ● 338 | ● 340 | ‡ 040 | ● 388 |

SCHUYLKILL BRANCH

| STATIONS | FIRST CLASS | | | |
|--------------------|-------------------|--------------------------|-------------------|--------------------------|
| | 684 | 650 | 652 | 654 |
| | A. M. | A. M. | A. M. | A. M. |
| SUBURBAN | \$12.33 | \$ 6.55 | \$ 7.46 | \$ 8.15 |
| PHILA.-30th ST. UL | \$12.29 | \$ 6.51 | \$ 7.42 | \$ 8.11 |
| ZOO | 12.26 | 6.48 | 7.39 | 8.08 |
| FIFTY-SECOND ST. | 12.25 | 6.46 | 7.37 | 8.07 |
| WYNNEFIELD AVE. | \$12.23 | \$ 6.43 | \$ 7.34 | \$ 8.04 |
| BALA | \$12.22 | \$ 6.41 | \$ 7.32 | \$ 8.02 |
| CYNWYD | \$12.21 | \$ 6.39 | \$ 7.30 | \$ 8.00 |
| BARMOUTH | \$12.19 | \$ 6.37 | \$ 7.28 | \$ 7.58 |
| MANAYUNK | \$12.17 | \$ 6.35 | \$ 7.26 | \$ 7.56 |
| | A. M. | A. M. | A. M. | A. M. |
| | Daily Ex. Mon. | Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily Ex. Sat. & Sun. |
| | ‡ 684 | ‡ 650 | ‡ 652 | ‡ 654 |

Note—All Regular Trains Will Operate With MU Equipment.

FIRST CLASS

| | 042 | 342 | 608 | 344 | 044 | 346 | 046 |
|--|-----------------------|---------|-----------------------|-----------------------|-----------------------|---------|-----------------------|
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | \$ 2.26 | \$ 2.40 | \$ 2.14 | \$ 3.08 | \$ 3.21 | \$ 3.45 | \$ 4.01 |
| | \$ 2.22 | \$ 2.36 | \$ 2.10 | \$ 3.04 | \$ 3.17 | \$ 3.41 | \$ 3.57 |
| | 2.18 | 2.32 | 2.06 | 3.00 | 3.13 | 3.37 | 3.53 |
| | 2.16 | 2.30 | 2.04 | 2.58 | 3.11 | W 3.35 | 3.51 |
| | \$ 2.14 | \$ 2.28 | 2.02 | \$ 2.56 | \$ 3.09 | \$ 3.32 | \$ 3.49 |
| | \$ 2.13 | \$ 2.27 | | G 2.55 | \$ 3.08 | \$ 3.30 | \$ 3.48 |
| | \$ 2.11 | \$ 2.25 | | G 2.54 | \$ 3.06 | \$ 3.28 | \$ 3.46 |
| | \$ 2.10 | \$ 2.24 | | \$ 2.53 | \$ 3.05 | \$ 3.26 | \$ 3.45 |
| | \$ 2.08 | \$ 2.22 | | \$ 2.51 | \$ 3.03 | \$ 3.24 | \$ 3.43 |
| | \$ 2.07 | \$ 2.21 | | G 2.50 | \$ 3.02 | \$ 3.22 | \$ 3.42 |
| | \$ 2.05 | \$ 2.19 | \$ 1.54 | \$ 2.49 | \$ 3.00 | \$ 3.20 | \$ 3.40 |
| | | \$ 2.17 | Will Not Run | \$ 2.47 | | \$ 3.18 | |
| | | \$ 2.15 | May 30 | \$ 2.45 | | \$ 3.16 | |
| | | \$ 2.13 | July 4 | \$ 2.43 | | \$ 3.14 | |
| | | \$ 2.11 | Sept. 4 | \$ 2.41 | | \$ 3.12 | |
| | | \$ 2.10 | | \$ 2.40 | | \$ 3.10 | |
| | | \$ 2.08 | \$ 1.48 | \$ 2.38 | | \$ 3.08 | |
| | | \$ 2.06 | \$ 1.46 | \$ 2.36 | | \$ 3.06 | |
| | | \$ 2.04 | \$ 1.44 | \$ 2.34 | | \$ 3.04 | |
| | | \$ 2.02 | | \$ 2.32 | | \$ 3.02 | |
| | | \$ 2.00 | \$ 1.41 | \$ 2.30 | | \$ 3.00 | |
| | Will Not Run | | | Will Not Run | Will Not Run | | Will Not Run |
| | May 30 | | \$ 1.29 | May 30 | May 30 | | May 30 |
| | July 4 | | 1.26 | July 4 | July 4 | | July 4 |
| | Sept. 4 | | \$ 1.23 | Sept. 4 | Sept. 4 | | Sept. 4 |
| | | | 1.18 | | | | |
| | | | \$12.57 | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | 12.35 | | | | |
| | | | | | | | |
| | MU | MU | MU | MU | MU | MU | MU |
| | | | \$12.25 | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | Daily Ex. Sat. & Sun. | Daily | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily | Daily Ex. Sat. & Sun. |
| | ‡●042 | ●342 | ‡●608 | ‡●344 | ‡●044 | ●346 | ‡●046 |

EASTWARD

FIRST CLASS

| | 656 | 658 | 686 | 660 | 688 | 662 | 664 |
|--|----------------|-----------------------|---------------|-----------------------|---------------|----------------|----------------|
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. |
| | \$ 8.47 | \$ 9.24 | \$ 9.42 | \$10.24 | \$10.49 | \$11.58 | \$12.58 |
| | \$ 8.43 | \$ 9.20 | \$ 9.38 | \$10.20 | \$10.45 | \$11.54 | \$12.54 |
| | 8.38 | 9.17 | 9.35 | 10.17 | 10.42 | 11.51 | 12.51 |
| | 8.36 | 9.15 | 9.34 | 10.16 | 10.41 | 11.50 | 12.50 |
| | \$ 8.34 | \$ 9.13 | \$ 9.32 | \$10.14 | \$10.39 | \$11.48 | \$12.48 |
| | \$ 8.32 | \$ 9.11 | \$ 9.31 | \$10.13 | \$10.38 | \$11.47 | \$12.47 |
| | \$ 8.30 | \$ 9.09 | \$ 9.29 | \$10.12 | \$10.37 | \$11.46 | \$12.46 |
| | \$ 8.28 | \$ 9.07 | \$ 9.27 | \$10.10 | \$10.35 | \$11.44 | \$12.44 |
| | \$ 8.27 | \$ 9.05 | \$ 9.25 | \$10.08 | \$10.33 | \$11.42 | \$12.42 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. |
| | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Saturday Only | Daily Ex. Sat. & Sun. | Saturday Only | Daily Ex. Sun. | Daily Ex. Sun. |
| | ‡●656 | ‡●658 | ●686 | ‡●660 | ●688 | ‡●662 | ‡●664 |

‡Will Not Run May 30, July 4, Sept. 4.

BANKS TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | |
|-------------------------------|-------------|--|---------|-------------|
| | 348 | | 54 | 048 |
| | P. M. | | P. M. | P. M. |
| SUBURBAN..... | \$ 4.08 | | | \$ 4.22 |
| PHILA.-30th ST. { Upper Level | \$ 4.04 | | | \$ 4.18 |
| { Lower Level | | | | |
| ZOO..... | 4.00 | | 4.27 | 4.14 |
| FIFTY-SECOND ST..... | 3.58 | | 4.23 | \$ 4.12 |
| OVERBROOK..... | \$ 3.56 | | 4.21 | \$ 4.09 |
| MERION..... | G 3.55 | | | \$ 4.08 |
| NARBERTH..... | G 3.54 | | | \$ 4.06 |
| WYNNEWOOD..... | \$ 3.53 | | | \$ 4.05 |
| ARDMORE..... | \$ 3.51 | | | \$ 4.03 |
| HAVERFORD..... | G 3.50 | | | \$ 4.02 |
| BRYN MAWR..... | \$ 3.49 | | 4.15 | \$ 4.00 |
| ROSEMONT..... | \$ 3.47 | | | |
| VILLANOVA..... | \$ 3.45 | | | |
| RADNOR..... | \$ 3.43 | | | |
| ST. DAVIDS..... | \$ 3.41 | | | |
| WAYNE..... | \$ 3.40 | | | |
| STRAFFORD..... | \$ 3.38 | | | |
| DEVON..... | \$ 3.36 | | | |
| BERWYN..... | \$ 3.34 | | | |
| DAYLESFORD..... | \$ 3.32 | | | |
| PAOLI..... | \$ 3.30 | | # 4.04 | |
| | | | \$ 4.02 | |
| MALVERN..... | | | | |
| WHITFORD..... | Will Not | | | Will Not |
| DOWNTOWN..... | Run | | | Run |
| THORN..... | May 30 | | 3.43 | May 30 |
| COATESVILLE..... | July 4 | | Q 3.39 | July 4 |
| PARKESBURG..... | Sept. 4 | | 3.33 | Sept. 4 |
| | | | | |
| LANCASTER..... | | | \$ 3.10 | |
| LANDIS..... | | | | |
| MOUNT JOY..... | | | | |
| ELIZABETHTOWN..... | | | | |
| MIDDLETOWN..... | | | 2.45 | |
| CLY..... { York Haven | | | | |
| LEMO..... { Line | MU | | | MU |
| HARRISBURG..... | | | # 2.35 | |
| | | | \$ 2.21 | |
| ROCKVILLE..... | | | 2.11 | |
| BANKS..... | | | 2.06 | |
| | P. M. | | P. M. | P. M. |
| | Daily | | Daily | Daily Ex. |
| | Ex. Sun. | | | Sat. & Sun. |
| | ±● 348 | | ● 54 | ±● 048 |

SCHUYLKILL BRANCH

| STATIONS | FIRST CLASS | | | |
|-------------------------|-------------|----------|----------|----------|
| | 666 | 668 | 670 | 672 |
| | P. M. | P. M. | P. M. | P. M. |
| SUBURBAN..... | \$ 1.58 | \$ 3.28 | \$ 4.31 | \$ 5.26 |
| PHILA.-30th ST. UL..... | \$ 1.54 | \$ 3.24 | \$ 4.27 | \$ 5.22 |
| ZOO..... | 1.51 | 3.21 | 4.24 | 5.19 |
| FIFTY-SECOND ST..... | 1.50 | 3.20 | 4.23 | 5.18 |
| WYNNEFIELD AVE..... | \$ 1.48 | \$ 3.18 | \$ 4.21 | \$ 5.16 |
| BALA..... | \$ 1.47 | \$ 3.17 | \$ 4.20 | \$ 5.15 |
| CYNWYD..... | \$ 1.46 | \$ 3.16 | \$ 4.19 | \$ 5.14 |
| BARMOUTH..... | \$ 1.44 | \$ 3.14 | \$ 4.17 | \$ 5.12 |
| MANAYUNK..... | \$ 1.42 | \$ 3.12 | \$ 4.15 | \$ 5.10 |
| | P. M. | P. M. | P. M. | P. M. |
| | Daily | Daily | Daily | Daily |
| | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. |
| | ±● 666 | ±● 668 | ±● 670 | ±● 672 |

Note—All Regular Trains Will Operate With MU Equipment.

EASTWARD

| TABLE 10 | | | | | |
|--------------------------|-------------------|-------------------|-------------------|--------------------------|--|
| 674 | 676 | 678 | 680 | 682 | |
| P. M. | P. M. | P. M. | P. M. | P. M. | |
| \$ 6.05 | \$ 6.37 | \$ 7.23 | \$ 9.03 | \$10.12 | |
| \$ 6.01 | \$ 6.33 | \$ 7.19 | \$ 8.59 | \$10.08 | |
| 5.58 | 6.30 | 7.16 | 8.56 | 10.05 | |
| 5.57 | 6.29 | 7.15 | 8.55 | 10.04 | |
| \$ 5.55 | \$ 6.27 | \$ 7.13 | \$ 8.53 | \$10.02 | |
| \$ 5.54 | \$ 6.26 | \$ 7.12 | \$ 8.52 | \$10.01 | |
| \$ 5.53 | \$ 6.25 | \$ 7.11 | \$ 8.51 | \$10.00 | |
| \$ 5.51 | \$ 6.23 | \$ 7.09 | \$ 8.49 | \$ 9.58 | |
| \$ 5.49 | \$ 6.21 | \$ 7.07 | \$ 8.47 | \$ 9.56 | |
| P. M. | P. M. | P. M. | P. M. | P. M. | |
| Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | |
| ♣ 674 | ♣ 676 | ♣ 678 | ♣ 680 | ♣ 682 | |

‡Will Not Run May 30, July 4, Sept. 4.

BANKS TO PHILADELPHIA

| STATIONS | FIRST CLASS | | | | |
|-------------------------------|-------------|----------|-------------|-------------|--|
| | 354 | 610 | 356 | 058 | |
| | P. M. | P. M. | P. M. | P. M. | |
| SUBURBAN | \$ 5.55 | \$ 6.10 | \$ 6.30 | \$ 6.43 | |
| PHILA.-30th-ST. { Upper Level | \$ 5.51 | \$ 6.06 | \$ 6.26 | \$ 6.39 | |
| { Lower Level | | | | | |
| ZOO | 5.47 | 6.02 | 6.22 | 6.35 | |
| FIFTY-SECOND ST. | \$ 5.44 | 6.00 | \$ 6.19 | \$ 6.32 | |
| OVERBROOK | \$ 5.42 | 5.58 | 6.16 | \$ 6.29 | |
| MERION | \$ 5.40 | | | \$ 6.27 | |
| NARBERTH | \$ 5.38 | | | \$ 6.25 | |
| WYNNEWOOD | \$ 5.36 | | | \$ 6.23 | |
| ARDMORE | \$ 5.34 | \$ 5.55 | | \$ 6.21 | |
| HAVERFORD | \$ 5.32 | | | \$ 6.19 | |
| BRYN MAWR | \$ 5.30 | 5.52 | \$ 6.10 | \$ 6.17 | |
| ROSEMONT | \$ 5.28 | | \$ 6.08 | | |
| VILLANOVA | \$ 5.26 | | \$ 6.06 | | |
| RADNOR | \$ 5.24 | | \$ 6.04 | | |
| ST. DAVIDS | \$ 5.22 | | \$ 6.02 | | |
| WAYNE | \$ 5.20 | | \$ 6.00 | | |
| STRAFFORD | \$ 5.18 | | \$ 5.58 | | |
| DEVON | \$ 5.16 | | \$ 5.56 | | |
| BERWYN | \$ 5.14 | | \$ 5.54 | | |
| DAYLESFORD | \$ 5.12 | | \$ 5.52 | | |
| PAOLI | \$ 5.10 | \$ 5.42 | \$ 5.50 | | |
| MALVERN | | | | | |
| WHITFORD | Will Not | | Will Not | Will Not | |
| DOWNTOWN | Run | \$ 5.30 | Run | Run | |
| THORN | May 30 | 5.27 | May 30 | May 30 | |
| COATESVILLE | July 4 | \$ 5.24 | July 4 | July 4 | |
| PARKESBURG | Sept. 4 | 5.19 | Sept. 4 | Sept. 4 | |
| LANCASTER | | \$ 4.58 | | | |
| LANDIS | | | | | |
| MOUNT JOY | | | | | |
| ELIZABETHTOWN | | \$ 4.41 | | | |
| MIDDLETOWN | | 4.35 | | | |
| CLY. { York Haven | | | | | |
| LEMO { Line | MU | MU | MU | MU | |
| HARRISBURG | \$ 4.25 | | | | |
| ROCKVILLE | | | | | |
| BANKS | | | | | |
| | P. M. | P. M. | P. M. | P. M. | |
| | Daily | Daily | Daily Ex. | Daily Ex. | |
| | Ex. Sun. | Ex. Sat. | Sat. & Sun. | Sat. & Sun. | |
| | ‡● 354 | ● 610 | ‡● 356 | ‡● 058 | |

FIRST CLASS

| | 398 | 358 | 612 | 570 | 360 | 16 |
|--|--|--|--|--|---------|------------------------------|
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | \$ 6.40 | \$ 7.04 | \$ 7.18 | | \$ 7.46 | |
| | \$ 6.36 | \$ 7.00 | \$ 7.14 | | \$ 7.42 | |
| | 6.32 | 6.56 | 7.10 | | 7.38 | 7.45 |
| | 6.30 | 6.54 | 7.08 | | W 7.35 | 7.42 |
| | \$ 6.28 | \$ 6.52 | 7.06 | | \$ 7.32 | 7.39 |
| | \$ 6.27 | \$ 6.50 | | | \$ 7.30 | |
| | \$ 6.25 | \$ 6.48 | | | \$ 7.28 | |
| | \$ 6.24 | \$ 6.46 | | | \$ 7.26 | |
| | \$ 6.22 | \$ 6.44 | \$ 7.03 | | \$ 7.24 | |
| | \$ 6.21 | \$ 6.42 | | | \$ 7.22 | |
| | \$ 6.19 | \$ 6.40 | 7.00 | | \$ 7.20 | 7.33 |
| | \$ 6.17 | \$ 6.38 | | | \$ 7.18 | |
| | \$ 6.15 | \$ 6.36 | | | \$ 7.16 | |
| | \$ 6.13 | \$ 6.34 | | | \$ 7.14 | |
| | \$ 6.11 | \$ 6.32 | | | \$ 7.12 | |
| | \$ 6.10 | \$ 6.30 | Will Not Run May 30 July 4 Sept. 4 | | \$ 7.10 | |
| | \$ 6.08 | \$ 6.28 | | | \$ 7.08 | |
| | \$ 6.06 | \$ 6.26 | | | \$ 7.06 | |
| | \$ 6.04 | \$ 6.24 | | | \$ 7.04 | |
| | \$ 6.02 | \$ 6.22 | | | \$ 7.02 | |
| | \$ 6.00 | \$ 6.20 | \$ 6.50 | | \$ 7.00 | \$ 7.22 |
| | Will Run Sunday and May 30 July 4 Sept. 4 | Will Not Run May 30 July 4 Sept. 4 | | | | |
| | | | \$ 6.38 | | | |
| | | | 6.35 | | | 7.07 |
| | | | \$ 6.32 | | | R 7.02 |
| | | | 6.27 | | | 6.57 |
| | | | \$ 6.06 | | | \$ 6.36 |
| | | | | No Baggage Service East of Harrisb'g | | |
| | | | W 5.53 | | | |
| | | | \$ 5.46 | | | |
| | | | W 5.38 | | | 6.13 |
| | | | | 6.25 | | |
| | MU | MU | MU | 6.05 | MU | |
| | | | \$ 5.25 | \$ 6.00 | | # 6.03 |
| | | | | 5.43 | | \$ 5.55 |
| | | | | 5.32 | | 5.45 |
| | | | | | | 5.40 |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily | Daily Ex. Sun. |
| | ● 398 | ‡● 358 | ‡● 612 | 570 | ● 360 | ◇ 16 |

BANKS TO PHILADELPHIA

| STATIONS | FIRST CLASS | |
|---------------------------|--|--------------|
| | 060 P. M. | 362 P. M. |
| SUBURBAN..... | \$ 8.06 | \$ 8.39 |
| PHILA.- {Upper Level | \$ 8.02 | \$ 8.35 |
| 30th-ST..... {Lower Level | | |
| ZOO..... | 7.58 | 8.31 |
| FIFTY-SECOND ST..... | 7.56 | 8.29 |
| OVERBROOK..... | \$ 7.64 | \$ 8.27 |
| MERION..... | \$ 7.53 | \$ 8.25 |
| NARBERTH..... | \$ 7.51 | \$ 8.23 |
| WYNNEWOOD..... | \$ 7.50 | \$ 8.21 |
| ARDMORE..... | \$ 7.48 | \$ 8.19 |
| HAVERFORD..... | \$ 7.47 | \$ 8.17 |
| BRYN MAWR..... | \$ 7.45 | \$ 8.15 |
| ROSEMONT..... | | \$ 8.13 |
| VILLANOVA..... | | \$ 8.11 |
| RADNOR..... | | \$ 8.09 |
| ST. DAVIDS..... | | \$ 8.07 |
| WAYNE..... | | \$ 8.05 |
| STRAFFORD..... | | \$ 8.03 |
| DEVON..... | | \$ 8.01 |
| BERWYN..... | | \$ 7.59 |
| DAYLESFORD..... | | \$ 7.57 |
| PAOLI..... | | \$ 7.55 |
| MALVERN..... | | |
| WHITFORD..... | Will Not Run May 30 July 4 Sept. 4 | |
| DOWNINGTOWN..... | | |
| THORN..... | | |
| COATESVILLE..... | | |
| PARKESBURG..... | | |
| LANCASTER..... | | |
| LANDIS..... | | |
| MOUNT JOY..... | | |
| ELIZABETHTOWN..... | | |
| MIDDLETOWN..... | | |
| OLY..... {York Haven | | |
| LEMO..... {Line | MU | MU |
| HARRISBURG..... | | |
| ROCKVILLE..... | | |
| BANKS..... | | |
| | P. M. | P. M. |
| | Daily Ex. | Daily |
| | Sat. & Sun. | |
| | ‡• 060 | • 362 |

G.O. 2327
Col. 4
Page 146

PEMBERTON BRANCH—NORTHWARD

| STATIONS | FIRST CLASS | | | |
|-----------------------|--------------|--------------|--------------|--------------|
| | 988 A. M. | 990 A. M. | 986 P. M. | 984 P. M. |
| 12TH STREET..... | \$ 7.26 | \$ 8.25 | \$ 5.37 | |
| COOPER..... | 7.24 | 8.23 | 5.35 | 7.31 |
| W. MERCHANTVILLE..... | \$ 7.19 | \$ 8.18 | | |
| MERCHANTVILLE..... | \$ 7.17 | \$ 8.16 | | |
| PENNSAUKEN..... | \$ 7.12 | \$ 8.13 | | |
| MAPLE SHADE..... | \$ 7.09 | \$ 8.10 | | |
| LENOLA..... | \$ 7.06 | | | |
| WEST MOORESTOWN..... | \$ 7.03 | \$ 8.06 | | |
| MOORESTOWN..... | \$ 7.01 | \$ 8.04 | \$ 5.14 | |
| STANWICK AVE..... | \$ 6.59 | | | |
| MASONVILLE..... | \$ 6.54 | | | |
| MT. HOLLY..... | \$ 6.47 | | | |
| BIRMINGHAM..... | \$ 6.40 | | | |
| PEMBERTON..... | \$ 6.37 | | | \$ 6.33 |
| | A. M. | A. M. | P. M. | P. M. |
| | Daily Ex. | Daily Ex. | Daily Ex. | Daily Ex. |
| | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. |
| | ‡• 988 | ‡• 990 | ‡• 986 | ‡• 984 |

‡ Will not run Dec. 25 and Jan. 1.
Page 146, Eastern Region General Order No. 2336

| | |
|-----|-----|
| 364 | 366 |
|-----|-----|

| | 064 | 614 | 364 | 366 | 24 | 368 | 12 |
|--|---|---|---------|---------|---------------------------------|---------|---------------------------------|
| | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. |
| | \$ 9.16 | \$ 9.28 | \$ 9.55 | \$11.10 | | \$12.14 | |
| | \$ 9.12 | \$ 9.24 | \$ 9.51 | \$11.06 | | \$12.10 | |
| | | | | | \$11.35 | | E 2.26 |
| | 9.08 | 9.20 | 9.47 | 11.02 | 11.28 | 12.06 | 2.18 |
| | 9.06 | 9.18 | 9.45 | 11.00 | 11.26 | 12.04 | 2.15 |
| | \$ 9.04 | 9.16 | \$ 9.43 | \$10.58 | 11.24 | \$12.02 | 2.12 |
| | \$ 9.03 | | \$ 9.42 | \$10.57 | | \$12.00 | |
| | \$ 9.01 | | \$ 9.40 | \$10.55 | | \$11.58 | |
| | \$ 9.00 | | \$ 9.39 | \$10.54 | | \$11.56 | |
| | \$ 8.58 | | \$ 9.37 | \$10.52 | | \$11.54 | |
| | \$ 8.57 | | \$ 9.36 | \$10.51 | | \$11.52 | |
| | \$ 8.55 | 9.11 | \$ 9.34 | \$10.49 | 11.18 | \$11.50 | 2.06 |
| | | | \$ 9.32 | \$10.47 | | \$11.48 | |
| | | | \$ 9.30 | \$10.45 | | \$11.46 | |
| | | | \$ 9.28 | \$10.43 | | \$11.44 | |
| | | | \$ 9.26 | \$10.41 | | \$11.42 | |
| | | Will Not Run May 30 July 4 Sept. 4 | \$ 9.25 | \$10.40 | G.O. 2327 Col. 6 Page 147 | \$11.40 | G.O. 2345 Page 147 Col. 8 |
| | | | \$ 9.23 | \$10.38 | | \$11.38 | |
| | | | \$ 9.21 | \$10.36 | | \$11.36 | |
| | | | \$ 9.19 | \$10.34 | | \$11.34 | |
| | | | \$ 9.17 | \$10.32 | | \$11.32 | |
| | | \$ 9.01 | \$ 9.15 | \$10.30 | #11.07 | \$11.30 | 1.54 |
| | | | | | \$11.03 | | |
| | | | | | | | |
| | | | | | | | |
| | Will Not Run May 30 July 4 Sept. 4 | \$ 8.49 | | | | | |
| | | 8.46 | | | 10.50 | | 1.38 |
| | | \$ 8.43 | | | | | |
| | | 8.38 | | | 10.42 | | 1.30 |
| | | | | | | | |
| | | \$ 8.17 | | | #10.22 | | 1.04 |
| | | | | | \$10.17 | | |
| | | | | | | | |
| | | | | | | | |
| | | 7.55 | | | 9.55 | | 12.42 |
| | MU | MU | MU | MU | | MU | |
| | | \$ 7.45 | | | 9.45 | | #12.30 |
| | | | | | \$ 9.31 | | E12.10 |
| | | | | | 9.21 | | 12.00 |
| | | | | | | | |
| | | | | | 9.16 | | 11.55 |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily | Daily | Daily Ex. Sat. | Daily | Daily |
| | #● 064 | #● 614 | ● 364 | ● 366 | 24 | ● 368 | ● 12 |

PEMBERTON BRANCH—SOUTHWARD

| STATIONS | FIRST CLASS | | | |
|-----------------------|-------------|-------------|-------------|-------------|
| | ‡●989 | ‡●985 | ‡●983 | ‡●987 |
| | Daily Ex. | Daily Ex. | Daily Ex. | Daily Ex. |
| | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. |
| | A. M. | A. M. | P. M. | P. M. |
| 12TH STREET..... | \$ 7.27 | \$ 4.54 | | \$ 5.44 |
| COOPER..... | 5.30 | 7.29 | 4.56 | 5.46 |
| W. MERCHANTVILLE..... | | | | \$ 5.48 |
| MERCHANTVILLE..... | | | \$ 5.00 | \$ 5.50 |
| PENNSAUKEN..... | | | | \$ 5.52 |
| MAPLE SHADE..... | | | \$ 5.05 | \$ 5.56 |
| LENOLA..... | | | | \$ 5.59 |
| WEST MOORESTOWN..... | | | | \$ 6.02 |
| MOORESTOWN..... | \$ 7.58 | \$ 5.12 | | \$ 6.04 |
| STANWICK AVE..... | | | | \$ 6.06 |
| MASONVILLE..... | | | | \$ 6.13 |
| MT. HOLLY..... | | | | \$ 6.19 |
| BIRMINGHAM..... | | | | F 6.27 |
| PEMBERTON..... | \$ 6.30 | | | \$ 6.31 |
| | A. M. | A. M. | P. M. | P. M. |
| | 989 | 985 | 983 | 987 |

†Will not run Dec. 25 and Jan. 1.
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PRINCETON BRANCH—SOUTHWARD

FIRST CLASS

| STATIONS | #4133 Daily Ex. Sat. & Sun. A. M. | #4135 Daily Ex. Sun. A. M. | #4137 Daily Ex. Sun. A. M. | 4103 Saturday Only A. M. | 4261 A. M. | #4139 Daily Ex. Sun. A. M. | #4141 Daily Ex. Sun. A. M. | 4143 Daily A. M. | 4105 Saturday Only A. M. | 4265 A. M. | 4147 Daily P. M. | #4149 Daily Ex. Sun. P. M. | 4151 Daily P. M. | #4153 Daily Ex. Sun. P. M. | 4107 Saturday Only P. M. |
|---------------|--|-------------------------------------|-------------------------------------|-----------------------------------|---------------|-------------------------------------|-------------------------------------|------------------------|-----------------------------------|---------------|------------------------|-------------------------------------|------------------------|-------------------------------------|-----------------------------------|
| PRINCETON | \$ 7.20 | \$ 7.42 | \$ 7.59 | \$ 8.19 | \$ 8.41 | \$ 8.46 | \$ 8.59 | \$ 9.39 | \$10.12 | \$10.45 | \$12.32 | \$12.55 | \$ 1.40 | \$ 2.04 | \$ 2.47 |
| PENNS NECK | \$ 7.25 | \$ 7.44 | \$ 8.04 | \$ 8.24 | \$ 8.46 | \$ 8.52 | \$ 9.04 | \$ 9.44 | \$10.17 | \$10.50 | \$12.37 | \$ 1.00 | \$ 1.45 | \$ 2.09 | \$ 2.52 |
| PRINCETON JCT | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

FIRST CLASS

| STATIONS | #4155 Daily Ex. Sat. & Sun. P. M. | 4109 P. M. | #4157 Daily Ex. Sat. & Sun. P. M. | 4267 P. M. | #4159 Daily P. M. | #4161 Daily Ex. Sat. & Sun. P. M. | 4111 Saturday Only P. M. | #4163 Daily Ex. Sat. P. M. | 4113 P. M. | #4165 Daily Ex. Sat. & Sun. P. M. | #4169 Daily Ex. Sat. & Sun. P. M. | #4171 Daily P. M. | #4173 Daily Ex. Sat. & Sun. P. M. | #4175 Daily P. M. | #4177 Daily Ex. Sun. P. M. | 4269 P. M. |
|---------------|--|---------------|--|---------------|-------------------------|--|-----------------------------------|-------------------------------------|---------------|--|--|-------------------------|--|-------------------------|-------------------------------------|---------------|
| PRINCETON | \$ 3.05 | \$ 3.38 | \$ 4.01 | \$ 4.33 | \$ 4.40 | \$ 5.01 | \$ 5.24 | \$ 5.37 | \$ 5.54 | \$ 6.05 | \$ 6.22 | \$ 6.43 | \$ 7.12 | \$ 7.40 | \$ 8.02 | \$ 8.42 |
| PENNS NECK | \$ 3.10 | \$ 3.43 | \$ 4.06 | \$ 4.38 | \$ 4.45 | \$ 5.06 | \$ 5.29 | \$ 5.42 | \$ 5.59 | \$ 6.10 | \$ 6.27 | \$ 6.48 | \$ 7.17 | \$ 7.45 | \$ 8.07 | \$ 8.47 |
| PRINCETON JCT | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

FIRST CLASS

| STATIONS | 4115 P. M. | #4179 Daily Ex. Sat. & Sun. P. M. | 4181 Daily P. M. | 4271 P. M. | #4183 Daily Ex. Sun. P. M. | 4275 P. M. | 4185 Daily P. M. |
|---------------|---------------|--|------------------------|---------------|-------------------------------------|---------------|------------------------|
| PRINCETON | \$ 9.00 | \$ 9.15 | \$ 9.45 | \$10.01 | \$10.25 | \$10.45 | \$11.48 |
| PENNS NECK | \$ 9.05 | \$ 9.20 | \$ 9.50 | \$10.06 | \$10.30 | \$10.50 | \$11.53 |
| PRINCETON JCT | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

Regular trains on Princeton Branch operate with MU equipment and will not carry baggage.

Trains Nos. 4133, 4137, 4141, 4149, 4153, 4155, 4157, 4161, 4165, 4167, 4173, 4177 will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.

Trains Nos. 4135, 4139 will not run Nov. 23, Dec. 25, Jan. 1.

Trains Nos. 4175, 4271, 4275 will not run Dec. 24, Dec. 31.

Trains Nos. 4159, 4163, 4171 will not run Nov. 23, Dec. 24, Dec. 31.

Train No. 4183 will not run Dec. 25, Jan. 1.

Train No. 4109 will run Saturday, Sunday and Dec. 25, Jan. 1.

Train No. 4113 will run Saturday, Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.

Trains Nos. 4269, 4271, 4275 will run Sunday and Dec. 25, Jan. 1.

Train No. 4205 will run Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.

Train No. 4115 will run Saturday, Sunday and Nov. 22, Nov. 23, Dec. 25, Jan. 1.

Train No. 4179 will not run Nov. 22, Nov. 23, Dec. 25, Jan. 1.

Train No. 4261 will run Sunday and Nov. 23, Dec. 25, Jan. 1.

PRINCETON BRANCH—NORTHWARD

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FIRST CLASS

| STATIONS | #4134 | #4136 | #4138 | 4104 | 4140 | #4142 | 4144 | 4106 | 4266 | 4148 | #4150 | 4152 | #4154 | 4108 |
|---------------|-----------------------------|----------------------|----------------------|---------------------|-------------|----------------------|-------------|---------------------|---------|-------------|----------------------|-------------|----------------------|---------------------|
| | Daily Ex. Sat. & Sun. A. M. | Daily Ex. Sun. A. M. | Daily Ex. Sun. A. M. | Saturday Only A. M. | Daily A. M. | Daily Ex. Sun. A. M. | Daily A. M. | Saturday Only A. M. | A. M. | Daily P. M. | Daily Ex. Sun. P. M. | Daily P. M. | Daily Ex. Sun. P. M. | Saturday Only P. M. |
| PRINCETON | \$ 7.37 | \$ 7.58 | \$ 8.14 | \$ 8.35 | \$ 8.58 | \$ 9.14 | \$10.01 | \$10.26 | \$11.00 | \$12.54 | \$ 1.20 | \$ 1.58 | \$ 2.19 | \$ 3.09 |
| PENNS NECK | F 7.55 | | | | | | | | | | | | | |
| PRINCETON JOT | \$ 7.32 | \$ 7.53 | \$ 8.09 | \$ 8.30 | \$ 8.53 | \$ 9.09 | \$ 9.56 | \$10.21 | \$10.55 | \$12.49 | \$ 1.15 | \$ 1.53 | \$ 2.14 | \$ 3.04 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

FIRST CLASS

| STATIONS | #4156 | 4110 | #4158 | 4268 | #4160 | #4162 | 4112 | 4114 | #4166 | #4168 | #4172 | #4174 | #4176 | 4270 |
|---------------|-----------------------------|---------|-----------------------------|---------|-------------|-----------------------------|---------------------|----------------------|-----------------------------|-----------------------------|-------------|-----------------------------|-------------|----------------------|
| | Daily Ex. Sat. & Sun. P. M. | P. M. | Daily Ex. Sat. & Sun. P. M. | P. M. | Daily P. M. | Daily Ex. Sat. & Sun. P. M. | Saturday Only P. M. | Daily Ex. Sat. P. M. | Daily Ex. Sat. & Sun. P. M. | Daily Ex. Sat. & Sun. P. M. | Daily P. M. | Daily Ex. Sat. & Sun. P. M. | Daily P. M. | Daily Ex. Sun. P. M. |
| PRINCETON | \$ 3.19 | \$ 3.55 | \$ 4.35 | \$ 4.48 | \$ 5.00 | \$ 5.15 | \$ 5.42 | \$ 6.13 | \$ 6.21 | \$ 6.33 | \$ 7.10 | \$ 7.25 | \$ 8.00 | \$ 8.59 |
| PENNS NECK | | | | | | F 5.12 | | | | | | | | |
| PRINCETON JOT | \$ 3.14 | \$ 3.50 | \$ 4.30 | \$ 4.43 | \$ 4.55 | \$ 5.10 | \$ 5.37 | \$ 6.08 | \$ 6.16 | \$ 6.28 | \$ 7.05 | \$ 7.20 | \$ 7.55 | \$ 8.54 |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

FIRST CLASS

| STATIONS | 4116 | #4180 | 4182 | 4272 | #4184 | 4276 | 4186 |
|---------------|-----------------------------|-----------------------------|-------------|---------|----------------------|---------|-------------|
| | Daily Ex. Sat. & Sun. P. M. | Daily Ex. Sat. & Sun. P. M. | Daily P. M. | P. M. | Daily Ex. Sun. P. M. | P. M. | Daily A. M. |
| PRINCETON | \$ 9.26 | \$ 9.30 | \$10.00 | \$10.15 | \$10.43 | \$11.00 | \$12.02 |
| PENNS NECK | | | | | | | |
| PRINCETON JOT | \$ 9.21 | \$ 9.25 | \$ 9.55 | \$10.10 | \$10.38 | \$10.55 | \$11.56 |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

Regular trains on Princeton Branch operate with MU equipment and will not carry baggage.

Trains Nos. 4134, 4138, 4142, 4150, 4154, 4156, 4158, 4162, 4166, 4168, 4174, 4178 will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.
 Train No. 4136 will not run Nov. 23, Dec. 25, Jan. 1.
 Trains Nos. 4176, 4270, 4272, 4276 will not run Dec. 24, Dec. 31.
 Trains Nos. 4160, 4164, 4172 will not run Nov. 23, Dec. 24, Dec. 31.
 Train No. 4184 will not run Dec. 25, Jan. 1.
 Train No. 4110 will run Saturday, Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.
 Train No. 4114 will run Saturday, Sunday and Nov. 23, Dec. 24, Dec. 31.
 Train No. 4268 will run Nov. 23, Dec. 24, Dec. 31.
 Trains Nos. 4270, 4272, 4276 will run Sunday and Dec. 25, Jan. 1.
 Train No. 4266 will run Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.
 Train No. 4116 will run Saturday, Sunday and Nov. 22, Nov. 23, Dec. 25, Jan. 1.
 Train No. 4180 will not run Nov. 22, Nov. 23, Dec. 25, Jan. 1.

HARRISON C. N. J. YARD TO NK-L.V.R.R.—WESTWARD

| STATIONS | FIRST CLASS | | | | | | | | | | | | | |
|-------------|-------------|----------|----------|-------------|-------------|-------------|----------|----------|-------------|----------|-------------|----------|-------------|----------|
| | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. |
| #5401 | ● 5501 | ● 5551 | ● 5503 | #5403 | #5903 | #5445 | ● 5505 | ● 5555 | #5405 | ● 5507 | #5407 | ● 5557 | #5409 | |
| Daily Ex. | Saturday | | Saturday | Daily Ex. | Daily Ex. | Daily Ex. | Saturday | | Daily Ex. | Saturday | Daily Ex. | | Daily Ex. | |
| Sat. & Sun. | Only | | Only | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Only | | Sat. & Sun. | Only | Sat. & Sun. | | Sat. & Sun. | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| 12.35 | 12.35 | 12.35 | 6.15 | 6.40 | 7.06 | 7.33 | 7.59 | 7.50 | 8.13 | 8.30 | 8.58 | 9.05 | 9.15 | 9.30 |
| \$12.58 | \$12.58 | \$12.58 | \$6.30 | \$6.40 | \$7.06 | \$7.33 | \$7.59 | \$7.50 | \$8.13 | \$8.30 | \$8.58 | \$9.05 | \$9.30 | \$9.30 |
| 1.01 | 1.01 | 1.01 | 6.33 | 6.43 | 7.10 | 7.36 | 8.02 | 7.53 | 8.17 | 8.33 | 9.02 | 9.08 | 9.33 | 9.33 |
| 1.04 | 1.04 | 1.04 | 6.36 | 6.47 | 7.13 | 7.39 | 8.05 | 7.56 | 8.20 | 8.36 | 9.06 | 9.11 | 9.36 | 9.36 |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |

| STATIONS | FIRST CLASS | | | | | | | | | | | | | |
|----------|-------------|-------------|----------|----------|-------------|----------|-------------|----------|----------|-------------|----------|-------------|----------|----------|
| | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. |
| ● 5509 | ● 5559 | #5411 | ● 5511 | ● 5513 | #5413 | ● 5561 | #5415 | ● 5515 | ● 5563 | #5417 | ● 5517 | #5419 | ● 5519 | |
| Saturday | | Daily Ex. | Saturday | Saturday | Daily Ex. | | Daily Ex. | Saturday | | Daily Ex. | Saturday | Daily Ex. | Saturday | |
| Only | | Sat. & Sun. | Only | Only | Sat. & Sun. | | Sat. & Sun. | Only | | Sat. & Sun. | Only | Sat. & Sun. | Only | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| 9.37 | 9.52 | 10.30 | 10.30 | 11.25 | 11.30 | 11.50 | 12.30 | 12.55 | 1.20 | 1.36 | 2.07 | 2.45 | 3.07 | |
| \$9.52 | \$10.07 | \$10.45 | \$10.45 | \$11.40 | \$11.45 | \$12.05 | \$12.45 | \$1.10 | \$1.35 | \$1.55 | \$2.22 | \$2.55 | \$3.24 | |
| 9.55 | 10.10 | 10.48 | 10.48 | 11.43 | 11.48 | 12.08 | 12.48 | 1.13 | 1.38 | 1.58 | 2.25 | 2.58 | 3.27 | |
| 9.58 | 10.13 | 10.51 | 10.51 | 11.46 | 11.51 | 12.11 | 12.51 | 1.16 | 1.41 | 2.01 | 2.28 | 3.01 | 3.30 | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |

Trains Nos. 5551, 5553, 5555, 5557, 5559, 5561, 5563, 5565, 5567, 5569, 5571, 5573, 5575 will run Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.
Trains with \mp symbol will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.
Trains Nos. 5903, 5413, 5921, 5619, 5703, 5429 will not run Nov. 7.

NK-L.V.R.R. TO HARRISON C. N. J. YARD—EASTWARD

| STATIONS | FIRST CLASS | | | | | | | | | | | | | | | |
|----------------------|-------------|----------|----------|-------------|----------|----------|----------|-------------|-------------|----------|-------------|-------------|-------------|----------|-------------|----------|
| | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. |
| HARRISON C.N.J. YD.. | #●5440 | ●5536 | ●5576 | #●5402 | ●5502 | ●5552 | ●5504 | #●5404 | #●5406 | ●5554 | #●5708 | #●5448 | #●5408 | ●5506 | #●5410 | |
| NEWARK | Daily Ex. | Saturday | | Daily Ex. | Saturday | | Saturday | Daily Ex. | Daily Ex. | | Daily Ex. | Daily Ex. | Daily Ex. | Saturday | Daily Ex. | |
| HUNTER | Sat. & Sun. | Only | A. M. | Sat. & Sun. | Only | | Only | Sat. & Sun. | Sat. & Sun. | | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Only | Sat. & Sun. | |
| NK-L.V.R.R. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | 12.13 | 12.13 | 12.13 | 8.14 | 6.18 | 6.18 | 7.03 | 6.58 | 7.27 | 7.31 | 7.50 | 7.58 | 8.03 | 8.08 | 8.13 | |
| | \$12.10 | \$12.10 | \$12.10 | \$ 8.14 | \$ 6.15 | \$ 6.15 | \$ 7.00 | \$ 6.58 | \$ 7.27 | \$ 7.28 | \$ 7.50 | \$ 7.58 | \$ 8.00 | \$ 8.03 | \$ 8.10 | |
| | 12.07 | 12.07 | 12.07 | 6.10 | 6.12 | 6.12 | 6.57 | 6.54 | 7.23 | 7.25 | 7.47 | 7.51 | 7.56 | 8.00 | 8.06 | |
| | 12.04 | 12.04 | 12.04 | 6.07 | 6.09 | 6.09 | 6.54 | 6.51 | 7.20 | 7.22 | 7.43 | 7.47 | 7.52 | 7.57 | 8.03 | |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | |

| STATIONS | FIRST CLASS | | | | | | | | | | | | | | | |
|----------------------|-------------|-------------|-------------|-------------|----------|----------|-------------|-------------|----------|----------|-------------|----------|----------|-------------|----------|----------|
| | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. | C. N. J. |
| HARRISON C.N.J. YD.. | #●5910 | ●5600 | #●5712 | #●5412 | ●5508 | ●5508 | #●5602 | #●5414 | ●5558 | ●5510 | #●5416 | ●5560 | ●5512 | #●5418 | ●5514 | |
| NEWARK | Daily Ex. | Daily Ex. | Daily Ex. | Daily Ex. | Saturday | Saturday | Daily Ex. | Daily Ex. | | Saturday | Daily Ex. | | Saturday | Daily Ex. | Saturday | |
| HUNTER | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Only | Only | Sat. & Sun. | Sat. & Sun. | | Only | Sat. & Sun. | | Only | Sat. & Sun. | Only | |
| NK-L.V.R.R. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. |
| | 8.19 | 8.22 | 8.36 | 8.47 | 9.15 | 9.15 | 9.24 | 9.28 | 9.38 | 10.15 | 10.28 | 11.16 | 11.17 | 11.23 | 12.12 | |
| | \$ 8.16 | \$ 8.19 | \$ 8.33 | \$ 8.47 | \$ 9.12 | \$ 9.12 | \$ 9.21 | \$ 9.25 | \$ 9.35 | \$10.12 | \$10.25 | \$11.13 | \$11.14 | \$11.20 | \$12.09 | |
| | 8.12 | 8.16 | 8.29 | 8.43 | 9.09 | 9.09 | 9.18 | 9.21 | 9.32 | 10.09 | 10.21 | 11.10 | 11.11 | 11.17 | 12.06 | |
| | 8.09 | 8.13 | 8.26 | 8.40 | 9.06 | 9.06 | 9.15 | 9.18 | 9.29 | 10.06 | 10.18 | 11.07 | 11.08 | 11.14 | 12.03 | |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | |

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Trains Nos. 5552, 5554, 5556, 5558, 5560, 5562, 5564, 5566, 5568, 5570, 5572, 5574, 5576 will run Sunday and Nov. 23, Dec. 25, Jan. 1, Feb. 22.
Trains with # symbol will not run Nov. 23, Dec. 25, Jan. 1, Feb. 22.
Trains Nos. 5404, 5410, 5910, 5712, 5602, 5930 will not run Nov. 7.

WEST CHESTER BRANCH—SOUTHWARD

| STATIONS | | FIRST CLASS | | | | | | | | | | | | |
|------------------------|---|---|---------------|------------------------------------|-----------------------------------|---|------------------------|---|------------------------------------|---|-----------------------------------|------------------------|--|--|
| ●769 Daily A. M. | ●791 Daily Ex. Sat. & Sun. A. M. | ●793 Daily Ex. Sat. & Sun. A. M. | ●787 A. M. | ●705 Daily Ex. Sun. A. M. | ●705 Saturday Only A. M. | ●707 Daily Ex. Sat. & Sun. A. M. | ●709 Daily A. M. | ●711 Daily Ex. Sat. & Sun. A. M. | ●713 Daily Ex. Sun. A. M. | ●795 Daily Ex. Sat. & Sun. A. M. | ●779 Saturday Only A. M. | ●715 Daily A. M. | | |
| SUBURBAN | \$12.40 | \$5.10 | \$6.13 | \$7.05 | | \$7.50 | \$8.05 | \$8.28 | \$8.55 | \$9.25 | \$9.25 | \$9.55 | | |
| PHILA.-30th ST. UL. | \$12.43 | \$5.13 | \$6.16 | \$7.08 | | \$7.53 | \$8.08 | \$8.31 | \$8.58 | \$9.28 | \$9.28 | \$9.58 | | |
| ARSENAL | \$12.45 | \$5.15 | \$6.18 | \$7.10 | | \$7.55 | \$8.10 | \$8.33 | \$9.00 | \$9.30 | \$9.30 | \$9.60 | | |
| FORTY-NINTH ST. | \$12.47 | \$5.17 | \$6.20 | \$7.12 | | \$7.57 | \$8.12 | \$8.35 | \$9.02 | \$9.32 | \$9.32 | \$9.62 | | |
| ANGORA | \$12.49 | | \$6.22 | \$7.14 | | \$7.59 | \$8.14 | \$8.37 | \$9.04 | \$9.34 | \$9.34 | \$9.64 | | |
| FERNWOOD-YEADON | \$12.51 | | \$6.24 | \$7.16 | | \$7.61 | \$8.16 | \$8.39 | \$9.06 | \$9.36 | \$9.36 | \$9.66 | | |
| LANDSDOWNE | \$12.53 | \$5.22 | \$6.26 | \$7.18 | | \$7.63 | \$8.18 | \$8.41 | \$9.08 | \$9.38 | \$9.38 | \$9.68 | | |
| GLADSTONE | \$12.54 | | \$6.27 | \$7.18 | | \$7.63 | \$8.18 | \$8.41 | \$9.08 | \$9.38 | \$9.38 | \$9.68 | | |
| CLIFTON-ALDAN | \$12.56 | | \$6.29 | \$7.20 | | \$7.65 | \$8.20 | \$8.43 | \$9.10 | \$9.40 | \$9.40 | \$9.70 | | |
| PRIMOS | \$12.58 | | \$6.31 | \$7.22 | | \$7.67 | \$8.22 | \$8.45 | \$9.12 | \$9.42 | \$9.42 | \$9.72 | | |
| SECANE | \$1.00 | | \$6.33 | \$7.24 | | \$7.69 | \$8.24 | \$8.47 | \$9.14 | \$9.44 | \$9.44 | \$9.74 | | |
| MORTON-RUTLEDGE | \$1.02 | \$5.29 | \$6.35 | \$7.26 | | \$7.71 | \$8.26 | \$8.49 | \$9.16 | \$9.46 | \$9.46 | \$9.76 | | |
| SWARTHMORE | \$1.04 | \$5.31 | \$6.37 | \$7.28 | | \$7.73 | \$8.28 | \$8.51 | \$9.18 | \$9.48 | \$9.48 | \$9.78 | | |
| WALLINGFORD | \$1.06 | | | | | \$7.75 | \$8.30 | \$8.53 | \$9.20 | \$9.50 | \$9.50 | \$9.80 | | |
| MOYLAN-ROSE VALLEY | \$1.08 | | | | | \$7.77 | \$8.32 | \$8.55 | \$9.22 | \$9.52 | \$9.52 | \$9.82 | | |
| MEDIA | \$1.12 | \$5.40 | \$6.41 | \$7.35 | \$7.36 | \$7.82 | \$8.40 | \$9.03 | \$9.27 | \$9.57 | \$9.57 | \$9.87 | | |
| ELWYN | | | | | | | | | | | | | | |
| WILLIAMSON SCHOOL | | | | | | | | | | | | | | |
| GLEN RIDDLE | | | | | | | | | | | | | | |
| LENNI | | | | | | | | | | | | | | |
| WAWA | | | | | | | | | | | | | | |
| DARLINGTON | | | | | | | | | | | | | | |
| GLEN MILLS | | | | | | | | | | | | | | |
| LOCKSLEY | | | | | | | | | | | | | | |
| CHEYNEY | | | | | | | | | | | | | | |
| WESTTOWN | | | | | | | | | | | | | | |
| NIELDS ST. | | | | | | | | | | | | | | |
| WEST CHESTER | | | | | | | | | | | | | | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | | |
| 769 | 791 | 793 | 787 | 705 | 705 | 707 | 709 | 711 | 713 | 795 | 779 | 715 | | |

Note—All Regular Trains Will Operate With MU Equipment.

♣—Will Not Run May 30, July 4, Sept. 4.

Note—All Regular Trains Will Operate With MU Equipment.

#—Will Not Run May 30, July 4, Sept. 4.

WEST CHESTER BRANCH—SOUTHWARD

| FIRST CLASS | | | | | | | | | | | | | | | |
|--------------------|------------------------|-----------------------------------|-----------------------------------|---|--|---|---|------------------------------------|---|--|------------------------------------|------------------------------------|------------------------------------|--|---|
| STATIONS | ●739 Daily P. M. | ●739 Saturday Only P. M. | ●783 Saturday Only P. M. | ●741 Daily Ex. Sat. & Sun. P. M. | ●0741 Daily Ex. Sat. & Sun. P. M. | ●743 Daily Ex. Sat. & Sun. P. M. | ●745 Daily Ex. Sat. & Sun. P. M. | ●747 Daily Ex. Sun. P. M. | ●749 Daily Ex. Sat. & Sun. P. M. | ●0749 Daily Ex. Sat. & Sun. P. M. | ●751 Daily Ex. Sun. P. M. | ●753 Daily Ex. Sun. P. M. | ●755 Daily Ex. Sat. P. M. | ●0755 Daily Ex. Sat. & Sun. P. M. | ●757 Daily Ex. Sat. & Sun. P. M. |
| SUBURBAN | \$ 4.25 | | \$ 4.45 | \$ 4.55 | | \$ 5.03 | \$ 5.10 | \$ 5.18 | \$ 5.35 | | \$ 5.45 | \$ 6.10 | \$ 6.25 | | \$ 6.45 |
| PHILA.-30th ST. UL | \$ 4.28 | | \$ 4.48 | \$ 4.58 | | \$ 5.06 | \$ 5.13 | \$ 5.21 | \$ 5.38 | | \$ 5.48 | \$ 6.13 | \$ 6.28 | | \$ 6.48 |
| ARSENAL | 4.31 | | 4.50 | 5.01 | | 5.09 | 5.16 | 5.25 | 5.41 | | 5.51 | 6.16 | 6.31 | | 6.51 |
| PORTY-NINTH ST. | \$ 4.33 | | \$ 4.52 | | | | \$ 5.20 | \$ 5.27 | | | \$ 5.55 | \$ 6.18 | \$ 6.34 | | \$ 6.53 |
| ANGORA | \$ 4.35 | | \$ 4.54 | | | | \$ 5.24 | \$ 5.29 | | | \$ 5.57 | \$ 6.21 | \$ 6.36 | | \$ 6.55 |
| FERNWOOD-YEADON | \$ 4.37 | | \$ 4.56 | \$ 5.08 | | | \$ 5.26 | \$ 5.31 | | | \$ 5.59 | \$ 6.23 | \$ 6.38 | | \$ 6.57 |
| LANDOWNE | \$ 4.39 | | \$ 4.58 | \$ 5.10 | | \$ 5.19 | \$ 5.26 | \$ 5.33 | \$ 5.47 | | \$ 6.01 | \$ 6.25 | \$ 6.40 | | \$ 6.59 |
| GLADSTONE | \$ 4.40 | | \$ 4.59 | | | | \$ 5.28 | \$ 5.35 | | | \$ 6.03 | \$ 6.27 | \$ 6.42 | | \$ 7.00 |
| CLIFTON-ALDAN | \$ 4.42 | | \$ 5.01 | | | | \$ 5.30 | \$ 5.37 | \$ 5.50 | | \$ 6.05 | \$ 6.29 | \$ 6.44 | | \$ 7.02 |
| PRIMOS | \$ 4.44 | | \$ 5.03 | \$ 5.14 | | | \$ 5.32 | \$ 5.39 | | | \$ 6.07 | \$ 6.31 | \$ 6.46 | | \$ 7.04 |
| SECANE | \$ 4.46 | | \$ 5.05 | | | \$ 5.26 | \$ 5.34 | \$ 5.41 | \$ 5.54 | | \$ 6.09 | \$ 6.33 | \$ 6.48 | | \$ 7.06 |
| MORTON-RUTLEDGE | \$ 4.48 | | \$ 5.07 | \$ 5.17 | | \$ 5.28 | \$ 5.36 | \$ 5.43 | \$ 5.57 | | \$ 6.11 | \$ 6.35 | \$ 6.50 | | \$ 7.08 |
| SWARTHMORE | \$ 4.50 | | \$ 5.09 | \$ 5.19 | | \$ 5.30 | \$ 5.38 | \$ 5.45 | | | \$ 6.14 | \$ 6.38 | \$ 6.52 | | \$ 7.10 |
| WALLINGFORD | \$ 4.52 | | \$ 5.11 | \$ 5.21 | | \$ 5.32 | \$ 5.41 | \$ 5.47 | \$ 5.59 | | \$ 6.16 | \$ 6.41 | \$ 6.54 | | \$ 7.12 |
| MOYLAN-ROSE VALLEY | \$ 4.54 | | \$ 5.13 | \$ 5.23 | | \$ 5.34 | \$ 5.43 | \$ 5.49 | \$ 5.61 | | \$ 6.18 | \$ 6.43 | \$ 6.56 | | \$ 7.14 |
| MEDIA | \$ 5.00 | \$ 5.01 | \$ 5.20 | \$ 5.28 | \$ 5.29 | \$ 5.40 | \$ 5.49 | \$ 5.58 | \$ 6.05 | \$ 6.08 | \$ 6.25 | \$ 6.49 | \$ 7.02 | \$ 7.05 | \$ 7.20 |
| ELWYN | | \$ 5.08 | | | \$ 5.31 | | | | | \$ 6.08 | | | | \$ 7.07 | |
| WILLIAMSON SCHOOL | | | | | \$ 5.33 | | | | | \$ 6.10 | | | | \$ 7.09 | |
| GLEN RIDDLE | | \$ 5.06 | | | \$ 5.35 | | | | | \$ 6.12 | | | | \$ 7.11 | |
| LENNI | | \$ 5.08 | | | \$ 5.37 | | | | | \$ 6.14 | | | | \$ 7.13 | |
| WAWA | | | | | \$ 5.39 | | | | | \$ 6.16 | | | | \$ 7.15 | |
| DARLINGTON | | \$ 5.11 | | | \$ 5.41 | | | | | \$ 6.18 | | | | \$ 7.17 | |
| GLEN MILLS | | \$ 5.14 | | | \$ 5.44 | | | | | \$ 6.21 | | | | \$ 7.20 | |
| LOCKESLEY | | | | | \$ 5.47 | | | | | \$ 6.24 | | | | | |
| CHEYNEY | | \$ 5.17 | | | \$ 5.48 | | | | | \$ 6.25 | | | | \$ 7.23 | |
| WESTTOWN | | \$ 5.19 | | | \$ 5.51 | | | | | \$ 6.28 | | | | \$ 7.26 | |
| NIELDS ST. | | \$ 5.24 | | | \$ 5.56 | | | | | \$ 6.33 | | | | \$ 7.31 | |
| WEST CHESTER | | \$ 5.30 | | | \$ 5.58 | | | | | \$ 6.35 | | | | \$ 7.34 | |
| | 739 P. M. | 739 P. M. | 783 P. M. | 741 P. M. | 741 P. M. | 743 P. M. | 745 P. M. | 747 P. M. | 749 P. M. | 0749 P. M. | 751 P. M. | 753 P. M. | 755 P. M. | 0755 P. M. | 757 P. M. |

Note—All Regular Trains Will Operate With MU Equipment. #—Will Not Run May 30, July 4, Sept. 4.

Note—All Regular Trains Will Operate With MU Equipment. #—Will Not Run May 30, July 4, Sept. 4.

Note—All Regular Trains Will Operate With MU Equipment **± Will Not Run May 30, July 4, Sept. 4.** **No. 770 Will Not Run May 31, July 5, Sept. 5.**

WEST CHESTER BRANCH—NORTHWARD

| STATIONS | FIRST CLASS | | | | | | | | | | | | | | | |
|--------------------|-----------------------|---------------|-----------------------|---------------|---------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|---------------|----------|---------------|---------|
| | 718 | 784 | 720 | 0786 | 786 | 722 | 0724 | 724 | 726 | 728 | 730 | 772 | 732 | 734 | 788 | 736 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. |
| SUBURBAN | \$ 8.49 | \$ 8.55 | \$ 9.05 | | \$ 9.20 | \$ 9.30 | | \$ 9.54 | \$ 10.17 | \$ 10.47 | \$ 11.17 | \$ 11.47 | \$ 11.47 | \$ 12.17 | \$ 12.52 | \$ 1.17 |
| PHILA-30th ST. UL | \$ 8.45 | \$ 8.51 | \$ 9.01 | | \$ 9.16 | \$ 9.26 | | \$ 9.50 | \$ 10.13 | \$ 10.43 | \$ 11.13 | \$ 11.43 | \$ 11.43 | \$ 12.13 | \$ 12.48 | \$ 1.13 |
| ARSENAL | \$ 8.42 | \$ 8.45 | \$ 8.56 | | \$ 9.14 | \$ 9.21 | | \$ 9.45 | \$ 10.10 | \$ 10.40 | \$ 11.10 | \$ 11.40 | \$ 11.40 | \$ 12.10 | \$ 12.45 | \$ 1.10 |
| FORTY-NINTH ST. | | \$ 8.43 | \$ 8.54 | | \$ 9.12 | \$ 9.19 | | \$ 9.43 | \$ 10.08 | \$ 10.38 | \$ 11.08 | \$ 11.38 | \$ 11.38 | \$ 12.08 | \$ 12.43 | \$ 1.08 |
| ANGORA | | \$ 8.41 | \$ 8.52 | | \$ 9.10 | \$ 9.17 | | \$ 9.41 | \$ 10.06 | \$ 10.36 | \$ 11.06 | \$ 11.36 | \$ 11.36 | \$ 12.06 | \$ 12.41 | \$ 1.06 |
| FERNWOOD-YEADON | | \$ 8.39 | \$ 8.50 | | \$ 9.08 | \$ 9.15 | | \$ 9.39 | \$ 10.04 | \$ 10.34 | \$ 11.04 | \$ 11.34 | \$ 11.34 | \$ 12.04 | \$ 12.39 | \$ 1.04 |
| LANSWOWNE | \$ 8.35 | \$ 8.37 | \$ 8.48 | | \$ 9.06 | \$ 9.13 | | \$ 9.37 | \$ 10.02 | \$ 10.32 | \$ 11.02 | \$ 11.32 | \$ 11.32 | \$ 12.02 | \$ 12.37 | \$ 1.02 |
| GLADSTONE | | \$ 8.35 | \$ 8.46 | | \$ 9.06 | \$ 9.11 | | \$ 9.35 | \$ 10.00 | \$ 10.30 | \$ 11.00 | \$ 11.30 | \$ 11.30 | \$ 12.00 | \$ 12.35 | \$ 1.00 |
| CLIFTON-ALDAN | | \$ 8.33 | \$ 8.44 | | \$ 9.02 | \$ 9.07 | | \$ 9.34 | \$ 9.59 | \$ 10.29 | \$ 10.59 | \$ 11.29 | \$ 11.29 | \$ 11.59 | \$ 12.34 | \$ 1.08 |
| PRIMOS | | \$ 8.31 | \$ 8.42 | | \$ 9.00 | \$ 9.09 | | \$ 9.32 | \$ 9.57 | \$ 10.27 | \$ 10.57 | \$ 11.27 | \$ 11.27 | \$ 11.57 | \$ 12.32 | \$ 1.06 |
| SECANE | | \$ 8.29 | \$ 8.40 | | \$ 8.58 | \$ 9.05 | | \$ 9.30 | \$ 9.55 | \$ 10.25 | \$ 10.55 | \$ 11.25 | \$ 11.25 | \$ 11.55 | \$ 12.30 | \$ 1.05 |
| MORTON-RUTLEDGE | \$ 8.28 | \$ 8.27 | \$ 8.38 | | \$ 8.56 | \$ 9.03 | | \$ 9.28 | \$ 9.53 | \$ 10.23 | \$ 10.53 | \$ 11.23 | \$ 11.23 | \$ 11.53 | \$ 12.28 | \$ 1.03 |
| SWARTHMORE | \$ 8.25 | \$ 8.25 | \$ 8.36 | | \$ 8.54 | \$ 9.01 | | \$ 9.26 | \$ 9.51 | \$ 10.21 | \$ 10.51 | \$ 11.21 | \$ 11.21 | \$ 11.51 | \$ 12.26 | \$ 1.01 |
| WALLINGFORD | \$ 8.23 | \$ 8.23 | \$ 8.34 | | \$ 8.52 | \$ 8.59 | | \$ 9.24 | \$ 9.49 | \$ 10.19 | \$ 10.49 | \$ 11.19 | \$ 11.19 | \$ 11.49 | \$ 12.24 | \$ 1.04 |
| MOYLAN-ROSE VALLEY | \$ 8.21 | \$ 8.21 | \$ 8.32 | | \$ 8.50 | \$ 8.57 | | \$ 9.22 | \$ 9.47 | \$ 10.17 | \$ 10.47 | \$ 11.17 | \$ 11.17 | \$ 11.47 | \$ 12.22 | \$ 1.04 |
| MEDIA | \$ 8.19 | \$ 8.19 | \$ 8.30 | \$ 8.47 | \$ 8.48 | \$ 8.55 | \$ 9.19 | \$ 9.20 | \$ 9.45 | \$ 10.15 | \$ 10.45 | \$ 11.15 | \$ 11.15 | \$ 11.45 | \$ 12.20 | \$ 1.05 |
| ELWYN | | | | | | | | | | | | | | | | |
| WILLIAMSON SCHOOL | | | | | | | | | | | | | | | | |
| GLEN RIDDLE | | | | \$ 8.38 | | | \$ 9.15 | | | | | \$ 11.10 | | | | |
| LENNI | | | | \$ 8.36 | | | \$ 9.14 | | | | | \$ 11.08 | | | | |
| WAWA | | | | \$ 8.34 | | | | | | | | \$ 11.06 | | | | |
| DARLINGTON | | | | | | | \$ 9.09 | | | | | \$ 11.04 | | | | |
| GLEN MILLS | | | | \$ 8.32 | | | | | | | | \$ 11.03 | | | | |
| LOCKSLEY | | | | \$ 8.30 | | | | | | | | \$ 11.02 | | | | |
| CHEYNEY | | | | | | | \$ 9.05 | | | | | \$ 10.58 | | | | |
| WESTTOWN | | | | \$ 8.27 | | | | | | | | \$ 10.55 | | | | |
| WHEELERS | | | | \$ 8.24 | | | | | | | | \$ 10.54 | | | | |
| NIELDS ST. | | | | \$ 8.51 | | | | | | | | \$ 10.51 | | | | |
| WEST CHESTER | | | | \$ 8.18 | | | | | | | | \$ 10.46 | | | | |
| | | | | \$ 8.18 | | | | | | | | \$ 10.45 | | | | |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. |
| | Daily Ex. Sat. & Sun. | Saturday Only | Daily Ex. Sat. & Sun. | Saturday Only | Saturday Only | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. | Saturday Only | Daily | Saturday Only | Daily |
| | • 718 | • 784 | • 720 | • 0786 | • 786 | • 722 | • 0724 | • 724 | • 726 | • 728 | • 730 | • 772 | • 732 | • 734 | • 788 | • 736 |

Note—All Regular Trains Will Operate With MU Equipment. #Will Not Run May 30, July 4, Sept. 4.

Note—All Regular Trains Will Operate With MU Equipment. ‡ Will Not Run May 30, July 4, Sept. 4.

WEST CHESTER BRANCH—NORTHWARD

| STATIONS | FIRST CLASS | | | | | | | | | | | |
|---------------------|-----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------------|-----------------------|
| | 0738 | 738 | 740 | 742 | 744 | 746 | 748 | 750 | 752 | 754 | 756 | 758 |
| SUBURBAN | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| PHILA.-30th ST. UL. | | \$ 1.47 | \$ 2.17 | \$ 2.47 | \$ 3.17 | \$ 3.47 | \$ 4.17 | \$ 4.50 | \$ 5.20 | \$ 5.50 | \$ 6.10 | \$ 6.50 |
| ARSENAL | | \$ 1.43 | \$ 2.13 | \$ 2.43 | \$ 3.13 | \$ 3.43 | \$ 4.13 | \$ 4.46 | \$ 5.16 | \$ 5.46 | \$ 6.06 | \$ 6.46 |
| | | \$ 1.40 | \$ 2.10 | \$ 2.40 | \$ 3.10 | \$ 3.40 | \$ 4.10 | \$ 4.43 | \$ 5.13 | \$ 5.43 | \$ 6.03 | \$ 6.43 |
| FORTY-NINTH ST. | | \$ 1.38 | \$ 2.08 | \$ 2.38 | \$ 3.08 | \$ 3.38 | \$ 4.08 | \$ 4.38 | \$ 5.08 | \$ 5.38 | \$ 5.98 | \$ 6.41 |
| ANGORA | | \$ 1.36 | \$ 2.06 | \$ 2.36 | \$ 3.06 | \$ 3.36 | \$ 4.06 | \$ 4.36 | \$ 5.06 | \$ 5.36 | \$ 5.96 | \$ 6.39 |
| FERNWOOD-YEADON | | \$ 1.34 | \$ 2.04 | \$ 2.34 | \$ 3.04 | \$ 3.34 | \$ 4.04 | \$ 4.34 | \$ 5.04 | \$ 5.34 | \$ 5.94 | \$ 6.37 |
| LANSDOWNE | | \$ 1.32 | \$ 2.02 | \$ 2.32 | \$ 3.02 | \$ 3.32 | \$ 4.02 | \$ 4.32 | \$ 5.02 | \$ 5.32 | \$ 5.92 | \$ 6.35 |
| GLADSTONE | | \$ 1.30 | \$ 2.00 | \$ 2.30 | \$ 3.00 | \$ 3.30 | \$ 4.00 | \$ 4.30 | \$ 5.00 | \$ 5.30 | \$ 5.90 | \$ 6.33 |
| CLIFTON-ALDAN | | \$ 1.29 | \$ 1.59 | \$ 2.29 | \$ 2.59 | \$ 3.29 | \$ 3.59 | \$ 4.29 | \$ 4.59 | \$ 5.29 | \$ 5.49 | \$ 6.32 |
| PRIMOS | | \$ 1.27 | \$ 1.57 | \$ 2.27 | \$ 2.57 | \$ 3.27 | \$ 3.57 | \$ 4.27 | \$ 4.57 | \$ 5.27 | \$ 5.47 | \$ 6.30 |
| SECANE | | \$ 1.25 | \$ 1.55 | \$ 2.25 | \$ 2.55 | \$ 3.25 | \$ 3.55 | \$ 4.25 | \$ 4.55 | \$ 5.25 | \$ 5.45 | \$ 6.28 |
| MORTON-RUTLEDGE | | \$ 1.23 | \$ 1.53 | \$ 2.23 | \$ 2.53 | \$ 3.23 | \$ 3.53 | \$ 4.23 | \$ 4.53 | \$ 5.23 | \$ 5.43 | \$ 6.26 |
| SWARTHMORE | | \$ 1.21 | \$ 1.51 | \$ 2.21 | \$ 2.51 | \$ 3.21 | \$ 3.51 | \$ 4.21 | \$ 4.51 | \$ 5.21 | \$ 5.41 | \$ 6.24 |
| WALLINGFORD | | \$ 1.19 | \$ 1.49 | \$ 2.19 | \$ 2.49 | \$ 3.19 | \$ 3.49 | \$ 4.19 | \$ 4.49 | \$ 5.19 | \$ 5.39 | \$ 6.22 |
| MOYLAN-ROSE VALLEY | | \$ 1.17 | \$ 1.47 | \$ 2.17 | \$ 2.47 | \$ 3.17 | \$ 3.47 | \$ 4.17 | \$ 4.47 | \$ 5.17 | \$ 5.37 | \$ 6.20 |
| MEDIA | \$ 1.14 | \$ 1.15 | \$ 1.45 | \$ 2.15 | \$ 2.45 | \$ 3.15 | \$ 3.45 | \$ 4.15 | \$ 4.45 | \$ 5.15 | \$ 5.35 | \$ 6.18 |
| ELWYN | | | | | | | | | | | | |
| WILLIAMSON SCHOOL | | | | | | | | | | | | |
| GLEN RIDDLE | F 1.07 | | | | | | | | | | | |
| LENNI | | | | | | | | | | | | |
| WAWA | | | | | | | | | | | | |
| DARLINGTON | F 1.01 | | | | | | | | | | | |
| GLEN MILLS | | | | | | | | | | | | |
| LOCKSLEY | | | | | | | | | | | | |
| CHEYNEY | F 12.56 | | | | | | | | | | | |
| WEST TOWN | F 12.53 | | | | | | | | | | | |
| NIELDS ST. | F 12.48 | | | | | | | | | | | |
| WEST CHESTER | \$ 12.45 | | | | | | | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | Daily Ex. Sat. & Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sat. & Sun. | Daily Ex. Sat. & Sun. |
| | ● 0738 | ● 738 | ● 740 | ● 742 | ● 744 | ● 746 | ● 748 | ● 750 | ● 752 | ● 754 | ● 756 | ● 758 |

Note—All Regular Trains Will Operate With MU Equipment. ‡ Will Not Run May 30, July 4, Sept. 4.

WEST CHESTER BRANCH—NORTHWARD

| STATIONS | FIRST CLASS | | | | | | | | | |
|--------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| | 0760 | 760 | 0762 | 762 | 792 | 764 | 0766 | 766 | 794 | |
| SUBURBAN | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |
| PHILA.-30th ST. UL | | \$ 7.42 | | \$ 8.47 | \$ 9.22 | \$ 9.37 | | \$ 10.47 | \$ 11.10 | |
| ARSENAL | | \$ 7.38 | | \$ 8.43 | \$ 9.18 | \$ 9.33 | | \$ 10.43 | \$ 11.06 | |
| FORTY-NINTH ST. | | \$ 7.35 | | \$ 8.40 | \$ 9.15 | \$ 9.30 | | \$ 10.40 | \$ 11.04 | |
| ANGORA | | \$ 7.33 | | \$ 8.38 | \$ 9.13 | \$ 9.28 | | \$ 10.38 | \$ 11.03 | |
| FERNWOOD-YEADON | | \$ 7.31 | | \$ 8.36 | \$ 9.11 | \$ 9.26 | | \$ 10.36 | \$ 11.01 | |
| LANSDOWNE | | \$ 7.29 | | \$ 8.34 | \$ 9.09 | \$ 9.24 | | \$ 10.34 | \$ 10.59 | |
| GLADSTONE | | \$ 7.27 | | \$ 8.32 | \$ 9.07 | \$ 9.22 | | \$ 10.32 | \$ 10.57 | |
| OLIFTON-ALDAN | | \$ 7.25 | | \$ 8.30 | \$ 9.05 | \$ 9.20 | | \$ 10.30 | \$ 10.55 | |
| PRIMOS | | \$ 7.24 | | \$ 8.29 | \$ 9.04 | \$ 9.19 | | \$ 10.29 | \$ 10.54 | |
| SECANE | | \$ 7.22 | | \$ 8.27 | \$ 9.02 | \$ 9.17 | | \$ 10.27 | \$ 10.52 | |
| MORTON-RUTLEDGE | | \$ 7.20 | | \$ 8.25 | \$ 9.00 | \$ 9.15 | | \$ 10.25 | \$ 10.50 | |
| SWARTHMORE | | \$ 7.18 | | \$ 8.23 | \$ 8.98 | \$ 9.13 | | \$ 10.23 | \$ 10.48 | |
| WALLINGFORD | | \$ 7.16 | | \$ 8.21 | \$ 8.96 | \$ 9.11 | | \$ 10.21 | \$ 10.46 | |
| MOYLAN-ROSE VALLEY | | \$ 7.14 | | \$ 8.19 | \$ 8.94 | \$ 9.09 | | \$ 10.19 | \$ 10.44 | |
| MEDIA | | \$ 7.12 | | \$ 8.17 | \$ 8.92 | \$ 9.07 | | \$ 10.17 | \$ 10.42 | |
| ELWYN | | \$ 7.10 | | \$ 8.15 | \$ 8.90 | \$ 9.05 | | \$ 10.15 | \$ 10.40 | |
| WILLIAMSON SCHOOL | | | \$ 8.05 | | | | | | | |
| GLEN RIDDLE | | | \$ 8.02 | | | | | | | |
| LENNI | | | \$ 8.01 | | | | | | | |
| WAWA | | | \$ 8.00 | | | | | | | |
| DARLINGTON | | | | | | | | | | |
| GLEN MILLS | | | \$ 7.59 | | Will Run | | | | Will Run | |
| LOCKSLEY | | | \$ 7.57 | | Sunday | | | | Sunday | |
| CHEYNEY | | | | | and | | | | and | |
| WESTOWN | | | \$ 7.54 | | May 30 | | | | May 30 | |
| NIELDS ST. | | | \$ 7.51 | | July 4 | | | | July 4 | |
| WEST CHESTER | | | \$ 7.48 | | Sept. 4 | | | | Sept. 4 | |
| | | | \$ 7.45 | | | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| | ● 760 | ● 760 | ● 762 | ● 762 | ● 792 | ● 764 | ● 0766 | ● 766 | ● 794 | |
| | Daily Ex. | Daily Ex. | Daily Ex. | Daily Ex. | Daily Ex. | Daily Ex. | Daily Ex. | Daily Ex. | Daily Ex. | |
| | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | Sat. & Sun. | |
| | ● 0760 | ● 0762 | ● 0762 | ● 0762 | ● 792 | ● 764 | ● 0766 | ● 766 | ● 794 | |

Note—All Regular Trains Will Operate With MU Equipment. ‡ Will Not Run May 30, July 4, Sept. 4.

| FIRST CLASS | | | | | | | | | |
|---------------------------------|--|-----------|-----------|-----------|-----------|-------|-----------|-----------|-------|
| STATIONS | | R.F. & P. | R.F. & P. | R.F. & P. | R.F. & P. | SOU. | R.F. & P. | R.F. & P. | SOU. |
| 9 | | Daily | 75 | Daily | 3 | Daily | 85 | 21 | 21 |
| A. M. | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. |
| 12.15 | | 2.30 | 9.15 | 10.45 | 12.45 | 1.50 | 2.45 | 3.20 | 4.20 |
| 12.20 | | 2.35 | 9.20 | 10.50 | 12.50 | 1.55 | 2.50 | 3.25 | 4.25 |
| 12.26 | | 2.41 | 9.26 | 10.56 | 12.56 | 2.01 | 2.56 | 3.31 | 4.31 |
| A. M. | | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| G.O. 2336 Page 164 Col. 4 | | | | | | | | | |
| FIRST CLASS | | | | | | | | | |
| 75 | | Daily | 247 | Daily | 57 | Daily | 91 | Daily | 203 |
| A. M. | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| 2.10 | | 6.10 | 7.05 | 8.10 | 10.15 | 10.40 | 11.25 | 11.30 | 11.36 |
| 2.15 | | 6.15 | 7.10 | 8.15 | 10.20 | 10.45 | 11.30 | 11.36 | 11.36 |
| 2.21 | | 6.21 | 7.16 | 8.21 | 10.26 | 10.51 | 11.36 | 11.36 | 11.36 |
| A. M. | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| G.O. 2336 Page 164 Col. 1 | | | | | | | | | |
| G.O. 2327, Page 164 | | | | | | | | | |

NORTHERN CENTRAL BRANCH

| WESTWARD | | | | | EASTWARD | | | | |
|------------------------|------------|------------|------------|--|-------------|------------|------------|--|--|
| FIRST CLASS | | | | | FIRST CLASS | | | | |
| STATIONS | 548 | 554 | 570 | | 548 | 554 | 570 | | |
| | A. M. | P. M. | P. M. | | A. M. | P. M. | P. M. | | |
| BALTIMORE | \$ 9.10 | \$ 5.05 | \$ 8.45 | | \$ 9.10 | \$ 5.05 | \$ 8.45 | | |
| MT. VERNON | 9.06 | 5.01 | 8.40 | | 9.06 | 5.01 | 8.40 | | |
| TIMONIUM | 8.42 | 4.41 | 8.26 | | 8.42 | 4.41 | 8.26 | | |
| COCKEYSVILLE | 8.38 | 4.37 | 8.18 | | 8.38 | 4.37 | 8.18 | | |
| PARKTON | 8.17 | 4.16 | 7.45 | | 8.17 | 4.16 | 7.45 | | |
| NEWFREEDOM (Hbg. Div.) | 8.00 | 3.59 | 7.30 | | 8.00 | 3.59 | 7.30 | | |
| GLEN ROOK | 7.48 | 3.44 | 7.11 | | 7.48 | 3.44 | 7.11 | | |
| SMYSER | 7.36 | 3.32 | 7.01 | | 7.36 | 3.32 | 7.01 | | |
| HYDE | 7.30 | 3.26 | 6.55 | | 7.30 | 3.26 | 6.55 | | |
| YORK | 7.17 | 3.22 | 6.43 | | 7.17 | 3.22 | 6.43 | | |
| LOUCKS | 7.13 | 3.18 | 6.38 | | 7.13 | 3.18 | 6.38 | | |
| MT. WOLF | 7.05 | 3.08 | 6.25 | | 7.05 | 3.08 | 6.25 | | |
| CLY | 6.40 | 2.40 | 6.00 | | 6.40 | 2.40 | 6.00 | | |
| HARRISBURG | A. M. | P. M. | P. M. | | A. M. | P. M. | P. M. | | |
| | Daily | Daily | Daily | | Daily | Daily | Daily | | |
| | 548 | 554 | 570 | | 548 | 554 | 570 | | |
| | G. O. 2338 | G. O. 2342 | G. O. 2342 | | G. O. 2338 | G. O. 2342 | G. O. 2342 | | |
| | Page 166 | Page 166 | Page 166 | | Page 166 | Page 166 | Page 166 | | |
| | Col. 9 | Col. 9 | Col. 10 | | Col. 9 | Col. 9 | Col. 10 | | |

TRAINS WAIT FOR CONNECTIONS **NEW YORK DIVISION**

Rahway

| Train No. | Due to Leave | Will Wait 5 Minutes for Train No. | Due | Train No. | Due to Leave | Will Wait 5 Minutes for Train No. | Due |
|-----------|--------------|-----------------------------------|--------------|-----------|--------------|-----------------------------------|--------------|
| 3704 | A.M. 6.01 | 3602 | A.M. 5.55 | 3617 | P.M. 2.30 | 3831 | P.M. 2.27 |
| 3611 | 8.32 | 3821 | 8.28 | 3621 | 5.00 | 3839 | 4.55 |
| | P.M. | | P.M. | 3637 | 7.13 | 3785 | 7.08 |
| 3828 | 1.49 | 3626 | 1.43 | 3641 | 9.49 | 3787 | 9.43 |

Trenton

| | | | | | | | |
|-----|--------------|------|--------------|------|--------------|-----|--------------|
| 561 | A.M. 1.23 | 235 | A.M. 1.21 | 3814 | A.M. 6.35 | 502 | A.M. 6.30 |
| 511 | 8.06 | 201 | 8.01 | | P.M. | 172 | P.M. |
| 553 | 9.40 | 207 | 9.35 | 3828 | 1.03 | 130 | 12.51 |
| | | | | 3830 | 2.45 | 174 | 2.38 |
| | P.M. | | P.M. | 3834 | 4.47 | 132 | 4.39 |
| 519 | 12.10 | 121 | 12.00 | 3838 | 5.55 | 559 | 5.47 |
| 557 | 2.35 | 23 | 2.34 | 3839 | 5.46 | 154 | 5.50 |
| 523 | 3.05 | 149 | 2.59 | 3840 | 8.00 | 272 | 7.55 |
| 559 | 5.50 | 3839 | 5.46 | 3850 | 8.00 | 164 | 7.55 |
| 533 | 6.38 | 223 | 6.35 | 4210 | 8.59 | 156 | 8.55 |
| 535 | 7.20 | 225 | 7.11 | 3842 | 9.12 | | 9.08 |

Princeton Junction

| | | | | | | | |
|------|--------------|------|--------------|------|--------------|------|--------------|
| 254 | A.M. 7.29 | 4133 | A.M. 7.25 | 4134 | A.M. 7.32 | 254 | A.M. 7.29 |
| 200 | 7.52 | 4135 | 7.47 | 4136 | 7.53 | 200 | 7.52 |
| 234 | 7.50 | 4135 | 7.47 | 4136 | 7.53 | 234 | 7.50 |
| 201 | 7.51 | 4135 | 7.47 | 4138 | 8.06 | 3817 | 7.55 |
| 3817 | 7.55 | 4135 | 7.47 | 4138 | 8.06 | 3820 | 8.06 |
| 3820 | 8.06 | 4137 | 8.04 | 4104 | 8.30 | 3822 | 8.26 |
| 3822 | 8.26 | 4103 | 8.24 | 4140 | 8.53 | 4202 | 8.50 |
| 4202 | 8.50 | 4261 | 8.46 | 4142 | 9.09 | 256 | 8.55 |
| 256 | 8.55 | 4139 | 8.52 | 4142 | 9.09 | 3819 | 9.08 |
| 3821 | 9.05 | 4141 | 9.04 | 4142 | 9.09 | 3821 | 9.04 |
| 3819 | 9.08 | 4141 | 9.04 | 4144 | 9.54 | 280 | 9.55 |
| 280 | 9.55 | 4263 | 9.49 | 4144 | 9.54 | 3823 | 9.46 |
| 3823 | 9.46 | 4143 | 9.44 | 4144 | 9.54 | 204 | 9.51 |
| 204 | 9.51 | 4143 | 9.44 | 4106 | 10.21 | 3824 | 10.20 |
| 3824 | 10.20 | 4105 | 10.17 | 4266 | 10.55 | 4203 | 10.54 |
| 4203 | 10.54 | 4265 | 10.50 | | P.M. | | P.M. |
| | P.M. | | P.M. | 4148 | 12.49 | 211 | 12.42 |
| 211 | 12.42 | 4147 | 12.37 | 4150 | 1.15 | 3825 | 1.06 |
| 3825 | 1.06 | 4149 | 1.00 | 4150 | 1.15 | 3828 | 1.14 |
| 3828 | 1.14 | 4149 | 1.00 | 4152 | 1.53 | 212 | 1.50 |
| 212 | 1.50 | 4151 | 1.45 | 4154 | 2.14 | 3827 | 2.11 |
| 3827 | 2.15 | 4153 | 2.09 | 4108 | 3.04 | 3830 | 2.55 |
| 3830 | 2.55 | 4107 | 2.52 | 4108 | 3.04 | 3831 | 3.01 |
| 3831 | 3.01 | 4107 | 2.52 | 4156 | 3.14 | 3829 | 3.13 |
| 3829 | 3.13 | 4155 | 3.10 | 4110 | 3.50 | 218 | 3.48 |
| 218 | 3.48 | 4109 | 3.43 | 4158 | 4.13 | 3832 | 4.12 |
| 3846 | 4.01 | 4109 | 3.43 | 4268 | 4.43 | 4205 | 4.41 |
| 3832 | 4.12 | 4157 | 4.06 | 4160 | 4.55 | 4205 | 4.41 |
| 4205 | 4.41 | 4267 | 4.38 | 4162 | 5.10 | 3834 | 5.03 |
| 219 | 4.50 | 4159 | 4.45 | 4112 | 5.37 | 3839 | 5.35 |
| 3834 | 5.03 | 4159 | 4.45 | 4164 | 5.50 | 220 | 5.47 |
| 3837 | 5.09 | 4161 | 5.06 | 4164 | 5.50 | 221 | 5.50 |
| 3839 | 5.35 | 4111 | 5.29 | 4166 | 6.16 | 3841 | 6.08 |
| 220 | 5.47 | 4163 | 5.42 | 4168 | 6.28 | 223 | 6.24 |
| 221 | 5.50 | 4163 | 5.42 | 4172 | 7.05 | 225 | 7.00 |
| 3838 | 6.00 | 4163 | 5.42 | 4174 | 7.20 | 3849 | 7.19 |
| 3841 | 6.08 | 4113 | 5.56 | 4176 | 7.55 | 298 | 7.48 |
| 223 | 6.24 | 4165 | 6.10 | 4178 | 8.14 | 3850 | 8.10 |
| 225 | 7.00 | 4171 | 6.53 | 4178 | 8.14 | 3840 | 8.10 |
| 222 | 7.05 | 4171 | 6.53 | 4270 | 8.54 | 284 | 8.51 |
| 298 | 7.48 | 4175 | 7.45 | 4274 | 9.12 | 4210 | 9.10 |
| 227 | 7.54 | 4175 | 7.45 | 4180 | 9.25 | 3851 | 9.20 |
| 3840 | 8.10 | 4177 | 8.07 | 4180 | 9.25 | 3842 | 9.23 |
| 3850 | 8.10 | 4177 | 8.07 | 4182 | 9.56 | 141 | 9.55 |
| 284 | 8.51 | 4269 | 8.47 | 4272 | 10.10 | 282 | 10.06 |
| 4210 | 9.10 | 4179 | 9.05 | 4184 | 10.38 | 158 | 10.32 |
| 3851 | 9.20 | 4179 | 9.05 | 4276 | 10.55 | 161 | 10.54 |
| 3842 | 9.23 | 4179 | 9.05 | 4186 | 11.56 | 231 | 11.55 |
| 141 | 9.55 | 4181 | 9.50 | | | | |
| 282 | 10.06 | 4271 | 10.04 | | | | |
| 158 | 10.32 | 4183 | 10.30 | | | | |
| 161 | 10.54 | 4275 | 10.50 | | | | |
| 231 | 11.55 | 4185 | 11.53 | | | | |

**PHILADELPHIA DIVISION
AT 30th STREET STA.-Phila.**

| Train No. | Due to Leave | Mins. Wait | Train No. | Due | For Psgrs. |
|-----------|--------------------|--------------|----------------|--------------------|------------|
| 234 | 7.00 AM | 5 | 372 | 6.53 AM | |
| 907 | 8.03 AM | 3 | 306 | 7.50 AM | |
| 347 | 5.58 PM | 5 | 219 | 5.40 PM | |
| 757 | 6.48 PM | 5 | 221 | 6.38 PM | |
| 353 | 6.53 PM | | | | |
| 925 | 5.25 PM | 3 | 851 | 5.21 PM | |
| 359 | 8.52 PM | 5 | 227 | 8.42 PM | |
| 365 | 11.03 PM | 5 | 141 | 10.51 PM | |
| 369 | 12.48 AM | 5 | 231 | 12.44 AM | |
| 160 | 11.40 PM | 5 | 24 | 11.35 PM | |

AT NORTH PHILADELPHIA

| | | | | |
|-----|----------|---|-----|----------|
| 852 | 5.41 PM | 3 | 219 | 5.30 PM |
| 854 | 6.06 PM | 3 | 153 | 5.50 PM |
| 856 | 6.36 PM | 3 | 221 | 6.28 PM |
| 858 | 7.10 PM | 3 | 223 | 7.03 PM |
| 860 | 7.50 PM | 3 | 225 | 7.38 PM |
| 862 | 8.40 PM | 3 | 227 | 8.32 PM |
| 866 | 10.45 PM | 3 | 141 | 10.39 PM |

AT MEDIA

| Train No. | Wait for | Train No. | Wait for |
|-----------|----------|-----------|----------|
| 0705 | 705 | 718 | 0718 |
| 0707 | 707 | 786 | 0786 |
| 0719 | 719 | *724 | 0724 |
| 0735 | 735 | 738 | 0738 |
| 0739 | 739 | 754 | 0754 |
| 0741 | 741 | 790 | 0790 |
| 0749 | 749 | 762 | 0762 |
| 0755 | 755 | 766 | 0766 |
| 0761 | 761 | | |

Unless otherwise instructed by train dispatcher.

*No. 724 will wait a maximum of 5 minutes for No. 0724.

NOTE—Conductors of trains running late with passengers for Atlantic City and South Jersey Seashore points must notify Train Dispatcher the number of passengers and their destinations who desire to connect with PRSL trains. Eastward trains should notify Train Dispatcher from Lancaster when possible but must report the PRSL travel from Paoli. Trains from the south must notify Stationmaster at Wilmington who in turn will contact Movement Desk "S" office. Trains from New York will advise from Trenton.

P.R.S.L. trains will wait at North Philadelphia station for connections as directed by movement director or station master.

Trains to Washington and Harrisburg will wait at North Philadelphia for connection from P.R.S.L. trains, as directed by movement director or station master.

Conductors of trains for which connections are held must notify the Superintendent whether or not they have passengers for such connections.

When trains are running late and have passengers for suburban points and cannot connect at 30th St. Sta., Phila. with the last local train, the conductor must notify the Superintendent as to the number of passengers and their destinations.

**HARRISBURG DIVISION
PASSENGER HIGHWAY BUS SERVICE**

LANCASTER TO YORK

YORK TO LANCASTER

| Stations | 0553 Daily | 0557 Daily | 0559 Daily | | 0552 Daily | 0558 Daily | 0560 Daily | 0562 Sat. Ex. Sat. | 0572 Daily Ex. Sat. |
|--------------------|---------------|---------------|---------------|-------|---------------|---------------|---------------|--------------------------|---------------------------|
| | A. M. | P. M. | P. M. | | A. M. | P. M. | P. M. | P. M. | P. M. |
| Lancaster..... | 10.35 | 3.35 | 8.00 | ..... | 8.17 | 2.40 | 6.20 | 7.20 | 10.05 |
| Mountville..... | | 3.50 | | | | 2.20 | | | |
| Columbia..... | 10.57 | 3.57 | 8.22 | ..... | 7.50 | 2.13 | 5.53 | 6.53 | 9.33 |
| Wrightsville..... | 11.07 | 4.02 | 8.27 | ..... | 7.45 | 2.08 | 5.48 | 6.48 | 9.28 |
| Strickler..... | 11.08 | 4.06 | 8.31 | ..... | 7.41 | 2.04 | 5.44 | 6.44 | 9.24 |
| Hellam..... | 11.10 | 4.10 | 8.35 | ..... | 7.37 | 2.00 | 5.40 | 6.40 | 9.20 |
| York..... | 11.30 | 4.25 | 8.55 | ..... | 7.22 | 1.45 | 5.25 | 6.25 | 9.05 |
| | A. M. | P. M. | P. M. | | A. M. | P. M. | P. M. | P. M. | P. M. |
| Conn. train | 25 | 33 | 49 | ..... | 604 | 54 | 16 | 12 | 24 |
| Due Lancaster..... | 10.27 | 3.23 | 7.47 | ..... | 8.33 | 3.10 | 6.36 | 7.36 | 10.12 |
| | A. M. | P. M. | P. M. | | A. M. | P. M. | P. M. | P. M. | P. M. |

EXTRA STOPS—PASSENGER TRAINS New York Division

| Train No. | Stop At | For |
|-----------|--|------------|
| 3812 | Portal Block Station..... | Employees. |
| 3706 | Portal Block Station..... | Employees. |
| 4241 | Portal Block Station..... | Employees. |
| 3740 | Portal Block Station..... | Employees. |
| 3767 | Portal Block Station..... | Employees. |
| 3789 | Portal Block Station..... | Employees. |
| 3606 } | Switch Leading to Engine Track, Meadows, | Employees. |
| 3723 } | East End Hudson Interlocking..... | |
| 3607 | Waverly Freight Station, Haynes Ave..... | Employees. |
| 3731 | Waverly Freight Station, Haynes Ave..... | Employees. |
| 4210 | County Block Station..... | Employees. |

Philadelphia Division

| | | |
|-----|------------|------------|
| 18 | Paoli..... | Employees. |
| 806 | Upsal..... | Employees. |

Chesapeake Division

| | | |
|------|--------------------------------------|------------|
| †951 | Wilmington Shop Overhead Bridge..... | Employees. |
| 953 | | |
| 901 | | |
| 903 | | |
| 904 | | |
| 905 | | |
| 910 | | |
| ▲915 | | |
| 917 | | |
| 924 | | |
| 926 | | |
| 930 | | |
| 935 | | |
| 950 | | |
| 938 | | |
| ▲937 | | |
| 414 | Ivy City Enginehouse, on Signal..... | Employees. |

†Saturday Only.

▲Daily Except Saturday and Sunday.

TICKETS OFFICES OPEN FOR SALE OF TICKETS

ALL DIVISIONS

| Station | Monday to Friday | Saturday | Sunday and Holidays |
|--------------------------------|---|---|---|
| New York | 12.00 Mid. to 1.30 AM 6.00 AM to 12.00 Mid. | 12.00 Mid. to 1.30 AM 6.00 AM to 12.00 Mid. | 12.00 Mid. to 1.30 AM 6.00 AM to 12.00 Mid. |
| Newark, N. J. | 12.00 Mid. to 12.30 AM 6.00 AM to 12.00 Mid. | 12.00 Mid. to 12.30 AM 6.00 AM to 12.00 Mid. | 12.00 Mid. to 12.30 AM 6.00 AM to 12.00 Mid. |
| N. Elizabeth | 6.30 AM to 8.45 AM | Closed | Closed |
| Elizabeth | 6.00 AM to 6.00 PM <i>closed 9/4/67</i> | 7.15 AM to 5.00 PM | 9.00 AM to 5.00 PM |
| Linden | 6.50 AM to 2.35 PM | 7.30 AM to 3.00 PM | Closed |
| Rahway | 6.30 AM to 2.30 PM <i>closed 9/4/67</i> | 8.45 AM to 2.30 PM | 9.00 AM to 5.00 PM |
| Woodbridge | 6.30 AM to 8.15 AM | Closed | Closed |
| Iselin | 6.30 AM to 8.15 AM | Closed | Closed |
| Metuchen | 6.30 AM to 2.30 PM | Closed | Closed |
| New Brunswick | 6.00 AM to 8.00 PM | 6.00 AM to 8.00 PM | 6.00 AM to 8.00 PM |
| Jersey Avenue | 6.45 AM to 12.35 PM 2.05 PM to 3.45 PM | Closed | Closed |
| Monmouth Jct. | 8.00 AM to 10.00 AM | Closed | Closed |
| Princeton Jct. | 7.15 AM to 10.00 AM | 7.15 AM to 10.00 AM | Closed |
| Princeton | 7.00 AM to 5.00 PM | 7.00 AM to 5.00 PM <i>closed</i> | 7.00 AM to 4.00 PM <i>closed</i> |
| Trenton | 12.01 AM to 12.10 AM 6.00 AM to 12.00 Mid. | 12.01 AM to 12.10 AM 6.00 AM to 12.00 Mid. | 12.01 AM to 12.10 AM 6.00 AM to 12.00 Mid. |
| Levittown-Tullytown | 6.00 AM to 9.30 AM | Closed | Closed |
| Bristol | 6.45 AM to 3.15 PM | Closed | Closed |
| Cornwells Hgts. | 10.00 AM to 4.00 PM | Closed | Closed |
| Torresdale | 7.00 AM to 8.45 AM | Closed | Closed |
| Frankford Jct. (See Note 1) | 4.15 PM to 5.15 PM | Closed (See Note) | Closed |
| North Phila. | 6.00 AM to 11.45 PM | 6.00 AM to 11.45 PM | 6.00 AM to 11.45 PM |
| Phila.-30th St. | 6.00 AM to 1.00 AM | 6.00 AM to 1.00 AM | 6.00 AM to 1.00 AM |
| *Suburban | 6.00 AM to 12.45 AM | 6.00 AM to 11.00 PM | 10.00 AM to 7.30 PM |
| Darby | 6.20 AM to 8.40 AM | Closed | Closed |
| Sharon Hill | 6.45 AM to 11.45 AM 12.45 PM to 3.45 PM | Closed | Closed |
| Folcroft | 6.45 AM to 11.00 AM 12.00 Noon to 3.45 PM | Closed | Closed |
| Glenolden | 6.25 AM to 8.55 AM | Closed | Closed |
| Norwood | 6.40 AM to 11.40 AM 12.40 PM to 3.40 PM | Closed | Closed |
| Moore | 6.30 AM to 11.00 AM 12.00 Noon to 3.30 PM | Closed | Closed |

*Holiday hours same as Monday to Friday.

| Station | Monday to Friday | Saturday | Sunday and Holidays |
|--------------|--|--|--|
| Ridley Park | 6.15 AM to 11.15 AM 12.15 PM to 3.15 PM | Closed | Closed |
| *Chester | 6.15 AM to 10.40 AM 11.10 AM to 6.55 PM 7.45 PM to 9.30 PM | 7.00 AM to 10.40 AM 11.10 AM to 2.25 PM | 1.30 PM to 6.55 PM 7.45 PM to 9.30 PM |
| Marcus Hook | 7.45 AM to 12.00 Noon 1.01 PM to 4.45 PM | Closed | Closed |
| Claymont | 7.00 AM to 4.00 PM | Closed | Closed |
| Wilmington | 6.10 AM to 12.10 AM | 6.10 AM to 12.10 AM | 6.10 AM to 12.10 AM |
| Newark, Del. | 7.00 AM to 5.00 PM | Closed | Closed |
| Perryville | 6.30 AM to 5.00 PM | Closed | Closed |
| Aberdeen | 8.00 AM to 5.00 PM | Closed | Closed |
| Edgewood | 8.00 AM to 5.00 PM | Closed | Closed |
| Baltimore | Continuously | Continuously | Continuously |
| Odenton | 6.30 AM to 3.30 PM | Closed | Closed |
| Bowie | 6.30 AM to 9.30 AM | Closed | Closed |
| Washington | Continuously | Continuously | Continuously |
| Overbrook | 7.00 AM to 12.30 PM 1.30 PM to 3.30 PM | Closed | Closed |
| Merion | 7.00 AM to 11.55 AM 12.55 PM to 3.30 PM | Closed | Closed |
| Narberth | 6.50 AM to 12.15 PM 1.30 PM to 3.50 PM | Closed | Closed |
| Wynnewood | 6.45 AM to 11.30 AM 12.45 PM to 3.45 PM | Closed | Closed |
| Ardmore | 6.45 AM to 12.00 Noon 1.01 PM to 4.00 PM | Closed | Closed |
| Haverford | 6.45 AM to 12.00 Noon 1.05 PM to 3.45 PM | Closed | Closed |
| Bryn Mawr | 7.00 AM to 4.00 PM | Closed | Closed |
| Rosemont | 7.10 AM to 10.55 AM | Closed | Closed |
| Villanova | 6.45 AM to 11.15 AM 1.15 PM to 3.45 PM | Closed | Closed |
| Radnor | 6.50 AM to 11.55 AM 1.15 PM to 3.50 PM | Closed | Closed |
| St. Davids | 6.30 AM to 12.35 PM 2.10 PM to 4.05 PM | Closed | Closed |
| Wayne | 6.40 AM to 11.59 AM 1.10 PM to 3.40 PM | Closed | Closed |
| Strafford | 6.30 AM to 11.30 AM 1.01 PM to 3.30 PM | Closed | Closed |
| Devon | 7.00 AM to 11.59 AM 1.01 PM to 4.00 PM | Closed | Closed |

*Closed Holidays.

| Station | Monday to Friday | Saturday | Sunday and Holidays |
|---------------|--|------------------------------------|------------------------------------|
| Berwyn | 6.45 AM to 11.59 AM 12.30 PM to 3.15 PM | Closed | Closed |
| Paoli | 6.30 AM to 9.15 PM | 6.30 AM to 9.15 PM | 6.30 AM to 9.15 PM |
| Malvern | 7.30 AM to 11.59 AM 12.45 PM to 4.30 PM | Closed | Closed |
| Coatesville | 6.30 AM to 3.30 PM | Closed | Closed |
| Lancaster | 5.45 6.00 AM to 8.00 PM | 5.45 6.00 AM to 8.00 PM | 5.45 6.00 AM to 8.00 PM |
| Elizabethtown | 6.45 AM to 4.00 PM | Closed | Closed |
| Harrisburg | Continuously | Continuously | Continuously |

CHESTNUT HILL BRANCH

| | | | |
|-----------------|--|---------------------|---------------------|
| Queen Lane | 6.30 AM to 11.59 AM 1.15 PM to 3.30 PM | Closed | Closed |
| Cheltenham Ave. | 6.45 AM to 11.30 AM 1.01 PM to 3.45 PM | Closed | Closed |
| Carpenter | 6.50 AM to 11.50 AM 12.30 PM to 2.30 PM | Closed | Closed |
| Chestnut Hill | 6.15 AM to 11.40 PM | 6.15 AM to 11.40 PM | 6.15 AM to 11.40 PM |

WEST CHESTER BRANCH

| | | | |
|--------------------|--|--------|--------|
| Angora | 7.15 AM to 10.35 AM | Closed | Closed |
| Fernwood-Yeadon | 7.00 AM to 8.40 AM | Closed | Closed |
| Lansdowne | 6.45 AM to 11.00 AM 12.01 PM to 4.30 PM | Closed | Closed |
| Clifton-Aldan | 6.50 AM to 10.00 AM | Closed | Closed |
| Primos | 6.45 AM to 8.45 AM | Closed | Closed |
| Secane | 6.45 AM to 9.45 AM | Closed | Closed |
| Morton-Rutledge | 6.45 AM to 11.59 AM 1.25 PM to 4.10 PM | Closed | Closed |
| Swarthmore | 6.45 AM to 12.00 Noon 12.30 PM to 3.15 PM | Closed | Closed |
| Wallingford | 6.40 AM to 11.50 AM 12.30 PM to 3.10 PM | Closed | Closed |
| Moylan-Rose Valley | 6.00 AM to 8.30 AM | Closed | Closed |
| Media | 7.15 AM to 11.00 AM 1.01 PM to 3.30 PM | Closed | Closed |
| Glen Mills | 11.30 AM to 12.00 Noon | Closed | Closed |
| West Chester | 7.30 AM to 9.00 AM | Closed | Closed |

PEMBERTON-BORDENTOWN BRANCH

| | | | |
|-------------|---|--------|--------|
| 12th Street | 7.30 AM to 8.30 AM 4.30 PM to 5.30 PM | Closed | Closed |
| Moorestown | 7.00 AM to 12.00 Noon 1.01 PM to 4.00 PM | Closed | Closed |
| Mt. Holly | 6.45 AM to 12.00 Noon 1.01 PM to 3.45 PM | Closed | Closed |
| Birmingham | 8.00 AM to 5.00 PM | Closed | Closed |

D. R. R. R. & B. CO. BRANCH

| | | | |
|--------------|--|--------|--------|
| Utica Avenue | 6.35 AM to 11.45 AM 12.45 PM to 3.45 PM | Closed | Closed |
|--------------|--|--------|--------|

SCHUYLKILL BRANCH

| Station | Monday to Friday | Saturday | Sunday and Holidays |
|-----------------|---------------------|----------|---------------------|
| Wynnefield Ave. | 7.45 AM to 11.15 AM | Closed | Closed |
| Bala | 7.45 AM to 9.10 AM | Closed | Closed |
| Cynwyd | 7.45 AM to 11.15 AM | Closed | Closed |

NORTHERN CENTRAL BRANCH

| | | | |
|------|--------------------|--------|--------|
| York | 9.00 AM to 6.00 PM | Closed | Closed |
|------|--------------------|--------|--------|

NOTE 1—When Atlantic City race train operates, will open one hour in advance of arrival time of race train including Saturday.

HOLIDAYS: Memorial Day, Independence Day and Labor Day.

U. S. MAIL WORK

| STATIONS | Westward | | | | | Eastward | | |
|-------------|----------|----|--|--|--|----------|-----|-----|
| | 13 | 25 | | | | 22 | 50 | 4 |
| Paoli | ER | | | | | E | | |
| Coatesville | | E | | | | | DPJ | |
| Lancaster | DKR | | | | | | | DKR |

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops; mail received or delivered; or both.

G—Reduce speed to 50 miles per hour.

H—Reduce speed to 30 miles per hour.

J—Reduce speed to 25 miles per hour.

K—Reduce speed to 20 miles per hour.

L—Reduce speed to 10 miles per hour.

M—Daily except Holidays.

N—Daily except Sundays and Holidays.

P—Daily except Sunday.

R—Daily except Sunday and Monday.

S—Daily except Sunday, Monday and Holidays.

T—Monday only.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in Special Instruction 1004-A or 1004-B1.

NEW YORK DIVISION—ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority

| STATIONS | Note | TT-1 (2-X) | N-15 (4) | A-1 (2) | A-31 (3) | TT-1A (9) | EM-1 (1) | CB-1 (3-X) | BL-5 (3) | P-3 (1) | TTX Spe. (6) | SWC-1 (1) | NWC-1 (1) | TTX Spe. (8) | MD-13 (1) | NE-3 (1) |
|---------------|------|---------------|-------------|------------|-------------|--------------|-------------|---------------|-------------|------------|--------------------|--------------|--------------|--------------------|--------------|-------------|
| Harsimus Cove | | A. M. | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | | | | | | |
| Meadows | | 12.30 | | | | 2.00 | | | | | | | | | | |
| Greenville | | | 12.30 | | | | | | | 10.00 | | | | | 6.30 | |
| Waverly | | | | | | | | | | 11.30 | | | | | 7.30 | |
| County | | | 2.15 | | | | | | | | | | | | | |
| South Amboy | | | | 12.30 | | | | | | | | | | | | |
| Phillipsburg | | | | | | | | 6.40 | 8.00 | | | | | | | 6.30 |
| Fair | | | 2.45 | 1.45 | | | | 8.30 | 11.00 | | | 8.00 | 8.45 | | | 8.30 |
| Morrisville | | | | 3.00 | 1.00 | | 5.00 | | | | | | | | | |
| Bordentown | | | | | 2.30 | | 5.20 | | | | | | | | | |
| Copper | | | | | | 3.25 | | | | 2.55 | | 8.40 | 9.30 | | | |
| Holmes | | 2.10 | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | 12.15 | P. M. | 2.30 | P. M. | P. M. | 7.45 | P. M. | P. M. |

NOTE:

1—Daily.

2—Daily Except Sunday.

3—Daily Except Monday.

4—Daily Except Saturday.

5—Daily Except Sunday and Monday.

6—Tuesday and Wednesday Only.

8—Saturday Only.

9—As Required.

10—Daily Except Saturday and Sunday.

11—Tuesday, Thursday and Sunday.

X—PR 7-9, P-5, TT-3-23, will not operate on seven recognized Holidays.

TT-1 will not operate day following seven recognized Holidays.

NEW YORK DIVISION—ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority

| STATIONS | Note | NJC-1 (11) P. M. | PR-9 (2-X) P. M. | TT-3 (2-X) P. M. | PR-7 (2-X) P. M. | TT-23 (2-X) P. M. | N-13 (2) P. M. | N-3 (4) P. M. | BL-1 (1) P. M. | P-5 (2-X) P. M. | MD-7 (1) P. M. | | | | | | | |
|--------------------|------|------------------------|------------------------|------------------------|------------------------|-------------------------|----------------------|---------------------|----------------------|-----------------------|----------------------|--|--|--|--|--|--|--|
| Harsimus Cove..... | | | | 9.45 | 10.45 | 11.00 | | | | 11.59 | | | | | | | | |
| Meadows..... | | | 8.30 | 10.45 | | | | | | 1.00 | | | | | | | | |
| Greenville..... | | | | | | | 11.30 | 11.30 | | | 11.59 | | | | | | | |
| Waverly..... | | 8.00 | 9.30 | | | | 1.00 | 1.00 | | | 2.00 | | | | | | | |
| County..... | | | | | | | | | | | | | | | | | | |
| South Amboy..... | | 8.45 | | | | | | | | | | | | | | | | |
| Phillipsburg..... | | | | | | | | | 11.30 | | | | | | | | | |
| Fair..... | | | 11.10 | | | 12.30 | | | | | 5.45 | | | | | | | |
| Morrisville..... | | | | | | | 2.30 | | 3.30 | | | | | | | | | |
| Bordentown..... | | | | | | | | | | | | | | | | | | |
| Copper..... | | | 11.25 | 12.40 | 12.40 | | | 3.30 | | 4.40 | | | | | | | | |
| Holmes..... | | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | | | | | | | |

NOTE:

1—Daily.
2—Daily Except Sunday.
3—Daily Except Monday.

4—Daily Except Saturday.

5—Daily Except Sunday and Monday.

6—Tuesday and Wednesday Only.

8—Saturday Only.

9—As Required.

10—Daily Except Saturday and Sunday.

11—Tuesday, Thursday and Sunday.

X—PR-7-9, P-5, TT-3-23, will not operate on seven recognized Holidays.

TT-1 will not operate day following seven recognized Holidays.

NEW YORK DIVISION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority

| STATIONS | Note | CG-2 (1) A. M. | TT-2 (5-X) A. M. | TT-4 (5-X) A. M. | BNY-16 (1) A. M. | NJC-2 (6) A. M. | N-12 (3) A. M. | N-14 (4) A. M. | BL-6 (5) A. M. | TT-6 (5-X) A. M. | A-2 (2) A. M. | MD-16 (1) A. M. | CG-8 (1) A. M. | N-28 (3) A. M. | CNY-4 (1) P. M. |
|--------------------|------|----------------------|------------------------|------------------------|------------------------|-----------------------|----------------------|----------------------|----------------------|------------------------|---------------------|-----------------------|----------------------|----------------------|-----------------------|
| Harsimus Cove..... | | | | | | | | | | | | | | | |
| Meadows..... | | | 2.45 | 3.00 | | | | | | 8.40 | | | | | |
| Greenville..... | | 3.30 | | | 5.10 | | 6.15 | | | 7.40 | | | | 11.30 | |
| Waverly..... | | | 2.20 | | 4.10 | 4.00 | 5.00 | 6.15 | | 6.25 | | 8.30 | 9.00 | 10.00 | 11.30 |
| Linden..... | | | | | 3.25 | | | | | | | 7.30 | 8.30 | 10.30 | 10.30 |
| Metuchen..... | | | | | 2.25 | | | | | | | | | | 9.00 |
| County..... | | 1.35 | | | | | | 5.00 | | | 7.00 | | | | |
| South Amboy..... | | | | | | 3.15 | | | 10.30 | | | | | | |
| Phillipsburg..... | | | | | | | | 3.45 | 5.00 | 5.25 | 5.00 | | | 9.00 | |
| Millham..... | | | | | | | 3.30 | | | | | | | | |
| Morrisville..... | | | | | | | | | | | | | | | |
| Bordentown..... | | | | | | | | | | | | | | | |
| MA..... | | 12.05 | | 1.05 | | | | | 4.00 | 4.55 | | 5.15 | 7.15 | 7.30 | 8.00 |
| Holmes..... | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |

NOTE:

1—Daily.

2—Daily Except Sunday.

3—Daily Except Monday.

4—Daily Except Saturday.

5—Daily Except Tuesday.

6—Tuesday, Thursday, and Sunday.

7—As required.

X—TT-2-4-6 will not operate second day following seven recognized Holidays.

G—Operates two hours later on Tuesday.

NEW YORK DIVISION—ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority

| STATIONS | Note | MD-6 (1) | DJ-2 (1) | TTX Spe. (8) | EM-2 (1) | CS-8 (1) | BL-2 (3-★) | TTX Spe. (10) | AST-2 (1) | TT-20 (10) | CB-2 (3) | MD-18 (1) | TT-24 (12) | A-30 (3) | ABL-2 (3) | BL-34 (7) |
|--------------------|------|-------------|-------------|--------------------|-------------|-------------|---------------|---------------------|--------------|---------------|-------------|--------------|---------------|-------------|--------------|--------------|
| Harsimus Cove..... | | A.M. | 1.45 | P.M. | | | | P.M. | P.M. | P.M. | | A.M. | P.M. | P.M. | A.M. | A.M. |
| Meadows..... | | | 12.45 | 12.01 | | | | 3.00 | 8.05 | 7.00 | | 12.15 | 11.45 | | | |
| Greenville..... | | 10.45 | | | | 3.30 | | | 6.50 | | | 10.10 | | | | |
| Waverly..... | | 9.30 | 11.45 | | | | | | | | | | | | | |
| Linden..... | | | 11.00 | | | | | | | | | | | | | |
| Metuchen..... | | | 10.00 | | | | | | | | | | | | | |
| County..... | | | | | | | | | | | | | | | | |
| South Amboy..... | | | | | | | | | | | | | | | | |
| Phillipsburg..... | | | | | | | 2.30 | | | | 9.50 | | | | 2.30 | 2.00 |
| Millham..... | | | | | | 12.15 | 12.01 | | 5.05 | | 7.30 | | 9.30 | 10.30 | 11.30 | 12.15 |
| Morrisville..... | | | | | | 11.59 | | | 4.55 | | | | | 9.15 | | |
| Bordentown..... | | | 9.05 | | 11.30 | | | | | | | | | | | |
| MA..... | | 8.15 | A.M. | 10.10 | A.M. | | | 1.15 | P.M. | 5.10 | P.M. | 8.30 | P.M. | P.M. | P.M. | 11.50 |
| Holmes..... | | | | | | | | | | | | | | | | P.M. |

NOTE:

1—Daily.

2—Daily Except Sunday.

3—Daily Except Monday.

4—Daily Except Saturday.

5—Daily Except Tuesday.

6—Monday, Wednesday, and Friday.

7—Wednesday and Friday.

8—Tuesday and Wednesday.

9—Monday Only and days following seven recognized Holidays.

10—Sunday Only.

11—As Required.

12—Daily except Monday and Tuesday.

X—TT-2-4-6 will not operate second day following seven recognized Holidays.

★—BL-2 will not operate days following seven recognized Holidays.

The time shown conveys no timetable authority

| Stations | EC-7 (3) | B-1 (1) | TT-3 (7) | PR-7 (7) | PE-3 (1) | P-7 (1) | TT-23 (7) | TH-1 (1) | TT-5 (7) | TT-1 (7) | PR-1 (6) | YE-3 (1) | S-15 (6) | ET-1 (1) | TT-1A (5) | N-3 (2) | P-5 (7) | BF-3 (1) |
|----------------|---------------|------------|--------------|--------------|-------------|------------|--------------|-----------------|--------------|--------------|--------------|--------------|-------------|-------------|--------------|------------|------------|-------------|
| | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. |
| Holmes..... | | | | | | | 1.05 | Thurlow 1.30 | | 2.10 | | | | | | 3.30 | | |
| Pavonia..... | | | | | | | | | | | | | | | | | | |
| Jersey..... | | | | | | | 1.55 | | | 2.55 | | | | | | 3.45 | | |
| Frankford Jct. | | | | | | 1.00 | | | | | | | | | | 5.30 | | |
| Stadium..... | | | | | | 4.00 | | 1.50 | | | | | | | | | | |
| Bell..... | | | | | | | | | | | | | | | | | | |
| 52nd St..... | | | | | | | | | | | | | | | | | | |
| Jeff..... | | | | | | | | | | | | | | | | | | |
| Copper..... | | | 12.40 | 12.40 | | | | | | | | | | 3.10 | 3.25 | | 4.40 | |
| Nest..... | | | | | | | | | | | | York 2.35 | 3.00 | | | | | |
| Norris..... | | | | | | | | | | | | | 3.45 | | | | | |
| Reading..... | | | | | | | | | | | | | 6.15 | | | | | |
| Thorn..... | | | | | | | | | | | | | | | | | | |
| Park..... | | | 2.30 | 2.30 | | 5.15 | | | York 1.45 | 5.05 | | | | 5.45 | 5.00 | | 6.45 | |
| Cork..... | | | | | | | | | | | | | | | | | | |
| Cres..... | 12.30 | | | | 1.00 | | | 7.50 | | | | | | | | | | |
| Cola..... | | | | | | | | | | | | | | | | | | |
| Cly..... | | | | | | | | | 2.15 | | | 3.20 | | | | | | |
| State..... | | | 4.00 | 4.00 | | | | | 3.00 | 6.40 | | | | | 6.30 | | | |
| Harrisburg... | | | | | | | | | | | | | | | | | | |
| Day..... | 2.45 | | | | 2.15 | 8.00 | | 9.15 | | | | | | 8.15 | | | 8.45 | |
| Enola..... | | | | | | | | | | | | 4.05 | | | | | | 5.00 |
| Rockville.... | | | | | | | | | | | | | | | | | | 5.30 |
| Banks..... | 12.01 A.M. | A.M. | 5.15 A.M. | 5.00 A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | 7.40 A.M. | 2.30 A.M. | A.M. | A.M. | A.M. | 7.45 A.M. | A.M. | A.M. | A.M. |

Notes are shown on page 181.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no timetable authority

| Stations | EM-1 (1) A.M. | MD-117 (1) A.M. | CV-61 (2) A.M. | EC-1 (8) A.M. | MD-7 (1) A.M. | EC-5 (1) A.M. | S-80 (1) A.M. | CV-85 (1) A.M. | S-3 (2) A.M. | BL-5 (6) P.M. | PG-5 (1) P.M. | PT-85 (6) P.M. | YE-1 (1) P.M. |
|----------------|---------------------|-----------------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|--------------------|---------------------|---------------------|----------------------|---------------------|
| Holmes..... | | | | | | | | | | | | | |
| Pavonia..... | | 6.00 | | | 6.30 | | | | | 12.15 | | 1.01 | |
| Jersey..... | | 6.15 | | | | | | | | | | 1.15 | |
| Frankford Jct. | | 7.15 | | | | | | | | | | 1.50 | |
| Stadium..... | | | | | | | | | 10.30 | | | 3.25 | |
| Bell..... | | 8.45 | | | 8.30 | | | | | 1.40 | | | |
| 52nd St..... | | | | | | | | | | | | | |
| Jeff..... | | | | | | | | | | | | | |
| Nest..... | 5.20 | | | | | | | | | | | | |
| Copper..... | 7.00 | | | | | | | | | | | | |
| Norris..... | | | | | | | | | | | | | |
| Reading..... | | | | | | | | | 1.30 | | | | |
| Thorn..... | 8.15 | | | | | | | | 6.30 | | | | York 1.05 |
| Park..... | 8.40 | | | | | | | | | | | | |
| Cork..... | 10.00 | | | | | | | | | | | | |
| Cres..... | | | | | | 8.00 | | | | | | | |
| Gola..... | | | | | | | | | | | | | |
| Cly..... | | | | | | | | | | | | | 1.50 |
| State..... | | | | | | | | | | | | | |
| Harrisburg... | | | | | | | | | | | | | |
| Day..... | 12.45 | | 6.00 | | | 9.15 | | 10.15 | | | | | |
| Enola..... | | | | 6.15 | | | 8.00 | Hager 2.30 | | | | | 3.05 |
| Rockville..... | | | Hager 1.00 | 6.45 | | | 8.30 | | | | | | |
| Banks..... | P.M. | A.M. | P.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | 1.00 P.M. | P.M. | P.M. |

Frequency Notes are shown on page 181.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no timetable authority

| Stations | TT-SPL (13) P.M. | P-3 (1) P.M. | P-9 (1) P.M. | TP-1 (1) P.M. | BF-5 (1) P.M. | CV-63 (2) P.M. | EC-3 (1) P.M. | HC-1 (1) P.M. | S-82 (1) P.M. | PR-3 (4) P.M. | TT-SPL (17) P.M. | ED-1 (6) P.M. | SWC-1 (1) P.M. | MD-13 (1) P.M. | NWC-1 (1) P.M. | BP-5 (1) P.M. |
|----------------|------------------------|--------------------|--------------------|---------------------|---------------------|----------------------|---------------------|---------------------|---------------------|---------------------|------------------------|---------------------|----------------------|----------------------|----------------------|---------------------|
| Holmes..... | 2.30 | | | | | | | | | | 7.45 | | | | | |
| Pavonia..... | | | 3.00 | | | | | | | 7.30 | | | | | | |
| Jersey..... | | | 3.15 | | | | | | | 7.45 | | | | | | |
| Frankford Jct. | 3.15 | | 4.30 | | | | | | | 9.30 | 8.30 | | | | | |
| Stadium..... | | | | 3.30 | | | | | | | | | | 10.45 | | 9.45 |
| Bell..... | | | | 6.00 | | | | | | | | | | | | 12.15 |
| 52nd St..... | | | | | | | | | | 10.40 | | | | | | |
| Jeff..... | | | | | | | | | | | | | | | | |
| Copper..... | | 2.55 | | | | | | | | | | | 8.40 | | 9.30 | |
| Nest..... | | | | | | | | | | | | | | | | |
| Norris..... | | | | | | | | | | | | | | | | |
| Reading..... | | | | | | | | | | | | | | | | |
| Thorn..... | | | | | | | | | | | | | | | | |
| Park..... | 4.45 | 4.55 | 7.45 | | | C. Burg 3.50 | | | | 12.05 | 9.55 | | 10.45 | | 11.35 | |
| Cork..... | | | | | | | | | | | | | | | | |
| Cres..... | | | | | | | | | | | | | | | | |
| Cola..... | | | | | | | | | | | | | | | | |
| Cly..... | | | | | | | | | | | | | | | | |
| State..... | 6.10 | | | | | | | | | | | | | | | |
| Harrisburg... | | 7.00 | 10.45 | | | | | | | 2.00 | 11.30 | | | | | |
| Day..... | | | | | 3.45 | | | | | | | | 1.15 | | 2.15 | |
| Enola..... | | | | | 4.15 | Hager 8.00 | | | | | | | | | | |
| Rockville..... | | | | | | | 4.30 | | | | | | | | | |
| Banks..... | 7.10 | P.M. | P.M. | P.M. | P.M. | P.M. | 5.00 | 5.30 | P.M. | 3.00 | 12.30 | 8.00 | 2.45 | P.M. | 4.45 | A.M. |

Frequency Notes are shown on page 181.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — WESTWARD - SOUTHWARD

The time shown conveys no timetable authority

| Stations | BF-7 (1) | | TH-3 (2) | | PR-9 (4) | | CB-9 (6) | | NORTHWARD AND WESTWARD | | | | |
|----------------|-------------|--|------------------|--|-------------|--|-------------|--|------------------------|-------------|---------------|-------------|-------------|
| | P. M. | | P. M. | | P. M. | | P. M. | | | | | | |
| Holmes..... | | | | | | | | | Stations | A-31 (6) | CB-21 (21) | A-33 (2) | A-39 (2) |
| Pavonia..... | | | | | | | | | | | | | |
| Jersey..... | | | Thurlow 10.00 | | | | | | | | | | |
| Frankford Jet. | | | | | | | | | | | | | |
| Stadium..... | | | | | | | | | | | | | |
| Bell..... | | | 10.20 | | | | | | | | | | |
| 52nd St..... | | | | | | | | | | | | | |
| Jeff..... | | | | | 11.25 | | | | | | | | |
| Copper..... | | | | | | | | | | | | | |
| Neet..... | | | | | | | | | | | | | |
| Norris..... | | | | | | | | | | | | | |
| Reading..... | | | | | | | | | | | | | |
| Thorn..... | | | | | | | | | | | | | |
| Park..... | | | | | 1.10 | | | | | | | | |
| Cork..... | | | | | | | | | | | | | |
| Cres..... | | | 3.30 | | | | 11.59 | | | | | | |
| Cola..... | | | | | | | | | | | | | |
| Cly..... | | | | | | | | | | | | | |
| State..... | | | | | 2.45 | | | | | | | | |
| Harrisburg... | | | | | | | | | | | | | |
| Day..... | | | 5.30 | | | | 1.15 | | | | | | |
| Enola..... | 9.45 | | | | | | | | | | | | |
| Rockville..... | 10.15 | | | | | | | | | | | | |
| Banks..... | | | 8.00 | | 3.45 | | 3.15 | | | | | | |
| | P. M. | | A. M. | | A. M. | | A. M. | | | | | | |

1. Daily.
2. Daily except Sunday.
3. Daily except Sunday and Monday.
4. Daily except Sunday and Holidays.
5. As required.
6. Daily except Monday.
7. Daily except Monday and days after Holidays.
8. Daily except Tuesday.
9. Daily except Wednesday.
10. Daily except Saturday.
11. Will run Tuesday, Thursday and Saturday.
12. Will run Tuesday and Thursday.
13. Will run Tuesday and Wednesday.
14. Will run Wednesday, Friday and Sunday.
15. Will run Thursday only.
16. Will run Thursday and Sunday.
17. Will run Saturday only.
18. Will run Sunday and Wednesday.
19. Will run Monday, Wednesday and Thursday.
20. Will run Sunday only.
21. Monday, Wednesday, Friday—Fort Dix, Tuesday, Thursday, Saturday—Mt. Holly, Lewis, Medford, Toms River—as required.
22. Daily except Tuesday and second day following Holidays.
23. Daily except Monday and Tuesday.
24. Daily except Friday and Saturday.

y—Will not operate on days following seven recognized holidays.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD-NORTHWARD

The time shown conveys no timetable authority

| Stations | CNY-4 (1) A.M. | TT-6 (22) A.M. | M-10 (1) A.M. | BL-6 (8) A.M. | CG-8 (1) A.M. | WPB-4 (1) A.M. | EC-6 (1) A.M. | MD-16 (1) A.M. | PP-8 (5) A.M. | EM-2 (1) A.M. | TH-4 (1) A.M. | BF-14 (1) A.M. | N-28 (6) A.M. | MD-116 (1) A.M. | TT-SPL (13) A.M. | CS-8 (1) A.M. |
|----------------|----------------------|----------------------|---------------------|---------------------|---------------------|----------------------|---------------------|----------------------|---------------------|---------------------|---------------------|----------------------|---------------------|-----------------------|------------------------|---------------------|
| Banks..... | 12.01 | | 1.30 | | 2.30 | 2.40 | 3.00 | | 3.30 | | | | | | 5.05 | 5.15 |
| Rockville..... | | | | | | | 3.30 | | | | | 4.00 | | | | |
| Enola..... | | | | | | 4.30 | | | 5.00 | 3.40 | 4.00 | 4.30 | | | | 7.15 |
| Day..... | 3.00 | | | | 3.30 | | | | | | | | | | | |
| Harrisburg... | | 12.15 | | | | | | | | | | | | | 6.35 | |
| State..... | | | | | | | | | | | | | | | | |
| Cly..... | | | | | | | | | | | | | | | | |
| Cola..... | | | | | | 6.15 | | | | | 5.30 | | | | | |
| Cres..... | | | | | | | | | | | | | | | | |
| Cork..... | | | | | 5.35 | | | | 8.00 | 6.00 | | | | | 8.00 | 9.30 |
| Park..... | 5.00 | 2.05 | | | | | | | | 7.30 | | | | | | |
| Thorn..... | | | | | | | | | | | | | | | | |
| Reading..... | | | | | | | | | | | | | | | | |
| Norris..... | | | | | | | | | | 10.30 | | | | | | |
| Nest..... | 7.00 | | | | | | | | | 11.30 | | | | | | 11.59 |
| MA..... | 8.00 | | | | 7.15 | | | | | | | | | | | |
| Jeff..... | | | | | | | | | 10.00 | | | | | | | |
| 52nd St..... | | | | | | | | 3.15 | | | | | | 5.00 | | |
| Bell..... | | | | 2.15 | | | | | 12.15 | | | | 4.30 | | | |
| Stadium..... | | | | | | | | | | | | | 7.15 | 6.30 | 9.30 | |
| Frankford Jct. | | 4.15 | | | | | | | | | | | 7.30 | 7.45 | | |
| Jersey..... | | | | | | | | | | | | | | | | |
| Pavonia..... | | | | | | | | | | | | | 7.30 | | 10.10 | |
| Holmes..... | A.M. | 4.55 | A.M. | 4.00 | A.M. | A.M. | A.M. | 5.15 | P.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. |

Frequency Notes are shown on page 181.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no timetable authority

| Stations | FJ-2 (1) A.M. | DJ-2 (1) A.M. | S-81 (1) A.M. | MD-6 (1) A.M. | HD-2 (10) A.M. | YE-4 (1) A.M. | TT-SPL (20) A.M. | SW-6 (1) A.M. | AC-10 (1) A.M. | S-4 (2) A.M. | TP-2 (1) A.M. | BL-34 (5) A.M. | CH-2 (1) A.M. | CG-2 (1) A.M. | CV-60 (1) P.M. | AST-2 (1) P.M. | B-4 (1) P.M. | CV-62 (2) P.M. |
|----------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|------------------------|---------------------|----------------------|--------------------|---------------------|----------------------|---------------------|---------------------|----------------------|----------------------|--------------------|----------------------|
| Banks..... | | | | | | | | | | | | | | | | | | |
| Rockville..... | | | | | | | | | | | | | | | | | | |
| Enola..... | | | 6.10 | | | | 8.55 | 9.20 | 9.30 | | | 11.05 | 11.15 | 11.40 | Hager 12.01 | 12.15 | | Hager 1.00 |
| Day..... | 6.00 | 4.00 | 6.40 | | 8.00 | | | | | | | | | | | | | |
| Harrisburg... | | Next Day | | | | | | | | | | | | | | | | |
| State..... | | | | | | | 9.55 | | 2.00 | | | | | | | | | |
| Cly..... | | | | | | 9.20 | | | | | | | | | | | | |
| Cola..... | | 5.45 | | | 10.30 | York 10.15 | | | 4.00 | | | | | | | | 1.55 | |
| Cres..... | 7.45 | | | | | | | | | | | | | | | | | |
| Cork..... | 8.20 | 6.45 | | | | | 11.10 | | | | | | | 9.00 | | 3.25 | | |
| Park..... | 9.15 | | | | | | | | | 10.00 | | | | | | | | |
| Thorn..... | | | | | | | | | | 2.30 | | | | | | | | |
| Reading..... | | | | | | | | | | | | | | | | | | |
| Norris..... | | | | | | | | | | | | | | | | | | |
| Nest..... | | 8.00 | | | | | | | | | | | | | | | | |
| MA..... | | 9.05 | | | | | | | | | | | | | | 4.55 | | |
| Jeff..... | | | | | | | | | | | | | | | | | | |
| 52nd St..... | | | | | | | | | | 3.15 | | | | | | | | |
| Bell..... | | | | 7.00 | | | | | | | 11.00 | | | | | | | |
| Stadium..... | | | | | | | | | | 4.45 | 2.00 | | | | | | | |
| Frankford Jct. | 5.30 | | | | | | 12.50 | | | | | | | | | | | |
| Jersey..... | 6.45 | | | | | | | | | | | | | | | | | |
| Paronia..... | 7.00 | | | | | | | | | | | | | | | | | |
| Holmes..... | P.M. | A.M. | A.M. | 8.15 A.M. | A.M. | A.M. | 1.15 P.M. | | | | | | | | | | | P.M. |

Frequency Notes are shown on page 181.

PHILADELPHIA AND HARRISBURG DIVISIONS — ARRANGED FREIGHT TRAIN SERVICE — EASTWARD - NORTHWARD

The time shown conveys no timetable authority

| Stations | BP-2 (1) | M-20 (5) | BF-4 (1) | TT-20 (20) | EC-2 (2) | PG-4 (5) | TT-10 (6) | B-6 (1) | PT-84 (6) | BNY-16 (1) | CV-88 (1) | TT-8 (7) | ED-4 (1) | MD-18 (1) | TT-24 (23) | SP-2 (1) | TT-2 (1-y) |
|----------------|-------------|-------------|-------------|---------------|-------------|-------------|--------------|------------|--------------|---------------|---------------|--------------|-------------|--------------|---------------|-------------|---------------|
| Banks..... | P.M. | | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
| Rockville..... | | | 3.00 | | 4.15 | 4.30 | 5.00 | | | 6.25 | Hager 6.30 | 6.45 | 6.50 | | | | 7.55 |
| Enola..... | | | 3.30 | | 4.30 | | | | | | | | | | | | |
| Day..... | | | 10.00 | | | 10.30 | | 5.30 | | | 10.45 | | 8.20 | | | 7.30 | |
| Harrisburg.... | | 2.00 | | | | | | | | | | | | | | | |
| State..... | | | | | | | | | | 8.25 | | 12.30 | | | | | 8.55 |
| Cly..... | | | | | | | | | | | | 1.50 | | | | | |
| Cola..... | | | | | | | | 7.00 | | | | | | | | | |
| Cres..... | | | 11.25 | | | | | | | | | | | | | | |
| Cork..... | | | | | | | | | | | | | | | | | |
| Park..... | | | | | | 12.15 | | | | 10.15 | | | 10.30 | | | 10.00 | 10.10 |
| Thorn..... | | | | | | | | | | | | York 2.30 | 10.50 | | | | |
| Reading..... | | | | | | | | | | | | | | | | | |
| Norris..... | | | | | | | | | | | | | | | | | |
| Neat..... | | | | | | | | | | | | | | | | | |
| MA..... | | | | | | | | | | | | | | | | | |
| Jeff..... | | | | | | | | | | | | | | | | | |
| 52nd St..... | | | | | | | | | | 12.10 | | | 1.45 | | | | |
| Bell..... | 1.30 | | | 3.35 | | | | | | | | | | 7.15 | 7.20 | | |
| Stadium..... | 3.30 | | | | | 6.30 | | | 5.30 | | | | | | | 1.30 | |
| Frankford Jct. | | | | 4.35 | | | | | 7.15 | | | | 2.45 | | 7.50 | | 12.35 |
| Jersey..... | | | | | | | | | 7.30 | | | | 3.15 | | | | |
| Pavonia..... | | | | | | | | | 7.45 | | | | 3.30 | | | | |
| Holmes..... | P.M. | P.M. | P.M. | 5.10 | P.M. | A.M. | P.M. | P.M. | P.M. | 1.10 | P.M. | A.M. | A.M. | 8.30 | 8.30 | A.M. | 1.00 |

Frequency Notes are shown on page 181.

CHESAPEAKE DIVISION—ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD AND EASTWARD

The time shown conveys no timetable authority

| Stations | BP-5 (1) A. M. | TH-1 (1) A. M. | TT-23 (4)x A. M. | WPB-4 (1) A. M. | MD-7 (1) A. M. | MD-117 (1) A. M. | HD-2 (3) A. M. | BL-5 (4) P. M. | B-4 (1) P. M. | AC-10 (1) P. M. | TP-1 (1) P. M. | BP-125 (1) P. M. | B-6 (1) P. M. | TH-3 (2) P. M. | MD-13 (1) P. M. | BF-4 (1) P. M. |
|-------------------|----------------------|----------------------|------------------------|-----------------------|----------------------|------------------------|----------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|---------------------|----------------------|-----------------------|----------------------|
| Bell.....Ar. | 12.15 | 1.50 | 2.50 | | 8.30 | 8.45 | | 1.40 | | | 6.00 | | | 10.20 | | |
| Edge Moor.....Lv. | | 3.00 | | | 8.45 | 9.00 | | 1.55 | | | 6.15 | | | 11.30 | | |
| Edge Moor..... | | | | | | 11.15 | | 6.00 | | | | | | | | |
| Perryville..... | | 7.50 | | | | | 10.30 | | 1.55 | 4.00 | | | | 3.30 | | |
| Perryville..... | | Newark | | | | | 11.59 | | | | | | | Newark | | |
| Bay View.....Ar. | 2.00 | 4.30 | | | | 1.15 | | 8.30 | 4.45 | 8.00 | | | | 12.15 | | |
| Bay View.....Lv. | 2.30 | | | | | | 1.30 | 9.00 | 5.15 | | | | | | | |
| Gwynns Run..... | | | | | | | | | | | | | | | | |
| Washington..... | 3.50 | | | | | | | 11.15 | 6.45 | | | | | | | |
| Potomac Yard..... | 5.00 | | | | | | | 12.15 | 7.35 | | | | | | | |
| | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. |

| Stations | TT-8 (5)y A. M. | HD-2 (3) P. M. | D-3 (3) P. M. | Stations | HD-2 (3) P. M. | D-3 (3) P. M. |
|-------------------------|-----------------------|----------------------|---------------------|-------------------|----------------------|---------------------|
| Baltimore (Canton Jct.) | 5.15 | | | Edge Moor..... | | |
| York.....Lv. | 3.00 | Porter | 2.45 | Tasker..... | | |
| York.....Ar. | 2.30 | 2.15 | 3.15 | Mt. Pleasant..... | | |
| Cly..... | 1.50 | | | Clayton..... | | |
| State..... | 12.30 | | | Dover..... | | |
| | | | | Harrington..... | | |
| | | | | Bridgeville..... | | |
| | | | | Seaford..... | | |
| | | | | Delmar.....Ar. | 5.10 | 8.00 |
| | | | | Delmar..... | | 9.15 |
| | | | | Salisbury..... | | |
| | | | | Cape Charles..... | P. M. | 1.30 |
| | A. M. | P. M. | A. M. | | | |

†Will not operate on seven recognized holidays.
 xWill not operate on days following seven recognized holidays.
 yWill not operate on second day, following seven recognized holidays.

(1) Daily. (2) Daily Ex. Sun. (3) Daily Ex. Sat. (4) Daily Ex. Mon. (5) Daily Ex. Tues. (6) Daily Ex. Wed. (7) Daily Ex. Thurs. (8) Operates on Sun.
 (9) Sat., Sun. and Mon. (10) Tues., Wed., Thur. and Fri. (11) Fri., Sat., and Sun. (12) Mon., Tues., Wed. and Thur. (13) Daily except Friday and Saturday.

CHESAPEAKE DIVISION—ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD AND WESTWARD

The time shown conveys no timetable authority

| Stations | MD-116 (1) | BP-106 (1) | MD-6 (1) | MD-16 (1) | CE-4 (1) | EC-5 (1) | CE-4 (10) | TH-4 (1) | BP-2 (1) | TP-2 (1) | MD-18 (1) | HD-1 (2) | TT-24 (13) | BL-6 (5) | CB-9 (1) | PE-3 (1) | B-1 (1) |
|-------------------------|---------------|---------------|-------------|--------------|-------------|-------------|--------------|-------------------|-------------|-------------|--------------|-------------|---------------|-------------|-------------|-------------|------------|
| Bell.....Lv. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | A. M. | P. M. | P. M. | P. M. | A. M. | P. M. | A. M. | A. M. |
| Edge Moor.....Lv. | 5.00 | | 7.00 | 3.15 | 5.15 | | 6.45 | 10.00 | 1.30 | 11.00 | 7.15 | | 7.20 | 2.15 | | | |
| Edge Moor.....Ar. | 4.45 | | | 3.00 | 5.00 | | 6.30 | 9.00 | 1.15 | 10.45 | | | | 2.00 | | | |
| Perryville..... | 2.45 | | | | 4.30 | | 6.00 | | 12.15 | | | | | 8.45 | | | |
| Cres..... | | | | | | 8.00 | | 5.30 | | | | | | | | | |
| Perryville..... | | | | | 12.30 | | 2.00 | | | | | 5.30 | | | 11.59 | 1.00 | 12.30 |
| Bay View.....Lv. | 12.45 | | 5.15 | | Newark | 6.00 | 5.00 | | | | 5.00 | 4.00 | 5.15 | 6.15 | 9.00 | 10.00 | 10.20 |
| Bay View.....Ar. | | | | | 3.30 | | | | | | | Newark | | 5.45 | | 9.00 | |
| Gwynns Run..... | | 5.00 | | | | | | | 9.30 | | | | | | | | |
| Washington..... | | 2.15 | | | | | | | 8.15 | | | | | | | | |
| Potomac Yard..... | A. M. | A. M. | 2.30 | A. M. | A. M. | 3.30 | A. M. | A. M. | 7.30 | A. M. | 2.45 | 3.15 | 3.30 | 3.45 | 5.30 | 7.30 | P. M. |
| | | | | | | | | | | | | | | | | | |
| Stations | TT-5 (2)† | | | | | | | Stations | D-2 (2) | HD-1 (2) | | | | | | | |
| Baltimore (Canton Jct.) | P. M. | | | | | | | Edge Moor..... | P. M. | P. M. | | | | | | | |
| York.....Ar. | 11.00 | | | | | | | Tasker..... | 3.50 | | | | | | | | |
| York.....Lv. | 1.15 | | | | | | | Mt. Pleasant..... | 3.25 | | | | | | | | |
| Cly..... | 1.45 | | | | | | | Clayton..... | | Porter | | | | | | | |
| Enola..... | 2.15 | | | | | | | Dover..... | | 12.30 | | | | | | | |
| Harrisburg..... | 3.00 | | | | | | | Harrington..... | | | | | | | | | |
| | | | | | | | | Bridgeville..... | | | | | | | | | |
| | | | | | | | | Seaford..... | | | | | | | | | |
| | | | | | | | | Delmar.....Lv. | 11.00 | | | | | | | | |
| | | | | | | | | Delmar.....Ar. | 6.00 | 9.00 | | | | | | | |
| | | | | | | | | Salisbury..... | | | | | | | | | |
| | | | | | | | | Cape Charles..... | 2.30 | | | | | | | | |
| | A. M. | | | | | | | | A. M. | A. M. | | | | | | | |

†Will not operate on seven reorganized holidays.

(1) Daily. (2) Daily Ex. Sun. (3) Daily Ex. Sat. (4) Daily Ex. Mon. (5) Daily Ex. Tues. (6) Daily Ex. Wed. (7) Daily Ex. Thurs. (8) Operates on Sun.
(9) Sat., Sun. and Mon. (10) Tues., Wed., Thur. and Fri. (11) Mon., Wed., Fri. (12) As Required. (13) Daily Ex. Mon. and Tue.

SPECIAL INSTRUCTIONS

GENERAL RULES

100C-1A. Employees are required to have dates of their last Book of Rules, Timetable, Physical and Air Brake Examination listed in the proper place on the Qualified For Service page of their Timetable.

Uniforms—(All Divisions)

100J-1A. Designated uniformed employees must wear the standard uniform November 1 to April 30, inclusive.

The uniform designated for summer use only may be worn May 1 to October 31, inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

A black four-in-hand or black clip-on bow tie of dacron-wool material with square ends, $4\frac{1}{2}$ inches long and $1\frac{3}{4}$ inches wide may be worn.

Passenger trainmen in suburban commuter service and on Race trains may perform their duties without uniform coats and vests during the period May 1 to October 31, inclusive, or at any time when outside temperature exceeds 80 degrees. They must wear a clean, plain white broadcloth shirt with long or short elbow-length sleeves (trainmen who have objectionable markings on the forearm, tattoos, etc., must not wear short elbow length sleeves), black belt, black hose and black shoes.

Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

Tunnel Alarm System—(New York Division)

100L-1A. Tunnel alarm system consists of alarm boxes, indicated by blue light, located not more than 800 feet apart on opposite bench walls to signals which govern movements with current of traffic, and are connected to indicators in offices of Power Director as well as Sub-Stations and Interlocking Stations controlling operation of trains in respective tunnels, where each series of alarm boxes is located.

Each box is numbered and contains two levers, one BLUE and one RED. Blue lever is marked POWER and when pulled trips circuit breakers controlling Third Rail Section adjacent to box, thus cutting off power, and at same time sending in two alarms to connected indicators. Red lever is marked FIRE and when pulled performs same function as power lever, but sends in two additional alarms.

Appliances belonging to this system must not be tampered with, and must be used only in an emergency which makes it necessary for preservation of life or property to remove energy from Third Rail.

Person who pulls lever must at once telephone circumstances to Train Director at A.

Employee charged with movement of trains, maintenance of or repair to track or signals, or engaged in any kind of work in tunnels, must familiarize themselves with location and use of tunnel alarm boxes.

When Power Director, New York, receives indication from box of tunnel alarm system, he must notify Train Director at A, who will arrange for holding all trains out of tunnel involved.

Tunnel alarm bells, located at various automatic signals which govern movement with current of traffic in East River Tunnels, are so connected that when power leaves Third Rail of section in advance of signal, signal will display its most restrictive indication and alarm bell will ring until power is restored. Train must not pass signal while alarm bell is ringing without authority from Train Director at A.

Tunnel Flood Gates—(New York Division)

100L-1B. Gates have been installed at the Tenth Avenue Portals of the North River Tunnels and at the Sixth Avenue Portals of the East River Tunnels. These gates can be closed to confine water to each individual tunnel in case of breakage or damage to the tunnel.

The Train Director at A must be notified immediately of any damage or water in tunnels that would interfere with the safe passage of trains, and will arrange for the closing of gate or gates when necessary.

Fire in Tunnels—(New York Division)

100L-1C. In event of fire or serious flashing on trains in East or North River Tunnels every effort must be made to get train out of tunnel as quickly as possible. Engineman must be notified at once but train must not be stopped unless there is reason to believe that derailment or personal injury may otherwise result.

Trainmen must close all doors, windows and ventilators as quickly as possible.

If fire should occur in interior of any car or threaten to communicate to it, passengers must be removed from this car to an adjacent car as quickly as possible but no more doors must be opened than necessary to make expeditious transfer.

After this is done, fire extinguishers may be used to put out fire; but employees are cautioned to use only sufficient liquid necessary to extinguish fire, to reduce to greatest possible extent fumes given off when this liquid comes in contact with fire, thus insuring least amount of inconvenience and discomfort to passengers.

In event of electrical trouble, Engineman must be at once advised and his instructions carried out.

In case Engineman discovers fire of any magnitude on roadway in East or North River Tunnels, he must attempt to stop train within reasonable distance before reaching fire in order that smoke or fumes may not reach train. If it is found to be impossible to stop train before reaching fire, train should proceed until it has passed beyond fire, provided that condition of track is such that it is safe to proceed. Should train be stopped by an emergency application close to or over fire, train must be started as quickly as possible and moved to a safe distance beyond fire.

Tunnel Emergency Exits—(New York Division)

100L-1D. Emergency exits are provided in East and North River Tunnels at following locations:

East River Tunnels

| Track | Location | Bench Wall | |
|-------|---------------------|------------|------------------------------------|
| 1 | 1st Ave. | South | 400 feet west of signal 1-E-12 |
| 1 | L. I. City (Shaft) | South | 810 feet west of signal 1-E-22 |
| 1 | L. I. City (Portal) | South | 30 feet east of signal 1-E-23 |
| 2 | L. I. City (Portal) | Both | 500 feet west of home signal for F |
| 2 | L. I. City (Shaft) | Both | 945 feet west of signal 2-E-21 |
| 2 | 1st Ave. | Both | 515 feet east of signal 2-E-11 |
| 3 | 1st Ave. | South | 1060 feet west of signal 3-E-14 |
| 3 | L. I. City (Shaft) | South | 810 feet east of signal 3-E-18 |
| 3 | L. I. City (Portal) | North | 420 feet west of signal E-23 |
| 4 | L. I. City (Portal) | Both | 1280 feet east of signal 4-E-25 |
| 4 | L. I. City (Shaft) | Both | 25 feet west of signal 4-E-19 |
| 4 | 1st Ave. | Both | 570 feet east of signal 4-E-11 |

North River Tunnels

| | | | |
|---|--------------------|--------------------|------------------------------|
| 1 | Weehawken (Shaft) | North | 860 feet east of signal W-18 |
| 1 | 11th Ave. (Shaft) | Both | 700 feet east of signal W-06 |
| 1 | 10th Ave. (Portal) | South Side of Gate | Ladder only |
| 2 | 10th Ave. (Portal) | North Side of Gate | Ladder only |
| 2 | 11th Ave. (Shaft) | Both | 80 feet west of signal W-05 |
| 2 | Weehawken (Shaft) | South | 580 feet west of signal W-17 |

In the event of accident or irregularity occurring to tunnel or train which would endanger safety of passengers or train, immediate action must be taken to get passengers to place of safety. If train cannot be moved, passengers should be escorted to an exit.

B.&P. Tunnel—(Chesapeake Division)

100L-1E. In the event of an accident or irregularity occurring to a train in the B.&P. Tunnel which endangers the safety of passengers or train, immediate action must be taken to get passengers to a place of safety. If it can be safely done, trains should be moved out of the tunnel. If this is not practicable, trains should proceed to the first tunnel exit.

When necessary to remove passengers from trains at tunnel exits, trainmen will exercise the greatest care for their protection.

When necessary to transfer passengers from one train to another, trainmen will endeavor to spot the platforms on the opposite track to facilitate transfer of passengers.

Engine crews will exercise particular care to prevent unnecessary lifting of safety valves when trains are detained in the tunnel.

It is of the utmost importance that conductors should report promptly from the first available telephone any detentions or troubles to their trains in the tunnel, and when air brakes become inoperative, comply with Air Brake Rules.

Telephone locations are indicated by blue lights.

Snow Melting Oil—Use of—(All Divisions)

100L-4A. Oil for melting snow is used on switches of interlockings.

Unauthorized employes are prohibited from handling hydrocarbon (snow melting oil) or containers, regardless of whether they are loaded or empty.

Smoking or using open flame (including oil hand lanterns) where this oil is stored is prohibited.

Safety Rule Book S-7-A—(Rev.)—(All Divisions)

100M-1A. Train, Engine and other Transportation Employees (except station employes) are required to know the Safety Rule of the day, which is printed on page 380. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their crew also know and fully understand the Rule.

Employees Permitted to Ride on Engines, etc.—(All Divisions)

100 O-1A. Referring to Rule O, the following designated employees will be permitted to ride on engines, freight trains and front and rear ends of passenger trains.

Movement Directors.

Asst. Movement Directors.

Asst. Supervisors Movement.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

Supervisors C. and S. and Assistants, C. and S. Inspectors, C. and S. Foremen and Assistants, Power Directors and Assistants, E. T. Gang Foremen, Linemen and Maintainers in their districts.

Supervisors of Track, Assistants and Foremen in their districts.

Air-Brake Instructor.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

Persons holding Proper Transportation issued by System Pass Bureau or General Manager.

Other persons must hold proper transportation issued by the Superintendent.

It is desired that not more than three men ride in the cab of an engine hauling a passenger train.

Under no circumstances are more than four men to be allowed to ride in the cab of an engine hauling a passenger train, two men in addition to the engine crew.

Personal Injuries—(Phila. Division)

100R-1A. Medical Center, Room 474, 30th Street Station, Philadelphia, Pa., is open from 8.30 a.m. to 4.30 p.m., Daily except Saturday, Sunday and Holidays, telephone 594-3322.

100R-2A. Medical Officers and Surgeons—(All Divisions)

| Location | Name and Address | Telephone Number |
|-------------------------|--|---|
| Long Island City | James Morrissey, 28-19 Dittmars Blvd. Astoria, Long Island | AStoria 4-8855 AStoria 8-2149 |
| New York | § Divisional Medical Officer, Pennsylvania Station | 484-2451 Extension 2451. |
| Jersey City | Geo. J. Brick, 43 Cottage St. R. G. Rhoner, Christ Hospital | OLdfield 3-4138. OLdfield 3-1220 |
| Hoboken | Charles E. Woltmann, 805 Garden St. | HOboken 3-6532. |
| Bayonne | Salvatore J. La Pilusa, M.D. 858 Avenue "C" | FEderal 9-2283 |
| Newark, N. J. | Henry Reich, 89 Lincoln Park Hossein Eslami, M.D. 62 Jefferson St. R. G. Rohoner, St. James Hospital | MArket 3-3568 MIitchell 3-2332 MArket 2-6437. |
| Rahway | Richard Newman, 104 W. Milton Ave. | FULTon 8-6484 |
| Perth Amboy | William Pollen, 535 New Brunswick Ave. | VAley 6-9150. |
| Ocean Grove | Theo. Schlossbach, 94 S. Main St. | PRospect 5-7657. |
| Spring Lake | Wm. J. D'Elia, 57 Pitney Road | GIbson 9-5881. |
| Pt. Pleasant | H. Irving Dunn, 720 Main Avenue Bayhead, N. J. | TWInbrook 2-2255 |
| New Brunswick | Wm. George Kuhn, 251 Powers St. | CHarter 9-1300-01. |
| Trenton | David D. Feinberg, M.D. Trenton Pass. Sta. C. W. Carroll, 125 Center Street R. B. Ernest, 834 Riverside Ave. J. F. Johnson, M.D. 926 W. State St. | EXport 2-4161, Extension 266. EXport 2-5444. EXport 3-4009. EXport 2-2305 |
| Morrisville | V. B. Ellin, 100 Union Street | CYpress 5-7682. |
| Levittown- Tullytown | Frederick E. Stiepan, 44 Sweetbriar Lane | WIndsor 6-1333. |
| Bristol | Thomas F. Fannin, 725 Radcliffe St. | SKyline 8-3837. |
| Jamesburg | J. W. McKinstry, Railroad Ave. | JAmesburg 1-0141 or 1-0161. |
| Lambertville | Lloyd A. Hamilton, 46 York Street | EXport 7-0125. |
| Phillipsburg | | |
| Easton | Robert S. Stein, 22d and Lehigh Sts. | 252-2681. |

| Location | Name and Address | Telephone Number |
|-----------------|---|---|
| Philadelphia | §L. W. Dibert, M.D. Regional Medical Officer Medical Center—Room 474 30th St. Sta., Phila. | 594-3322 |
| | L. W. Stevens, M.D. 133 S. 36th Street, or Presbyterian Hospital | EVergreen 2-2211 EVergreen 2-420 PEnnypacker 5-1392 |
| | Van M. Ellis, M.D. (oculist) 1528 Spruce Street | |
| | W. Emory Burnett, M.D. Temple University Hospital Office: 3401 N. Broad Street | Baldwin 3-8000 Baldwin 3-6693 |
| | R. A. Ellis, M.D. (oculist) 255 S. 17th Street | KI 5-5900 |
| Bryn Mawr | Alan P. Parker, M.D. Office: Bryn Mawr Medical Building Residence: Radnor and Fishers Roads | LAwrence 5-2037 LAwrence 5-3123 |
| Paoli | Andrew J. Lotz, M.D. 147 W. Lancaster Avenue Joseph S. Bennett, M.D. 22 State Road | NI 4-2525 NI 4-6116 |
| Coatesville | C. H. Stone, M.D. 330 E. Chestnut Street | DU 4-0740 DU 4-5480 |
| West Chester | W. F. Beyer, M.D. 19 S. Church Street Chester County Hospital | OWen 6-3524 OWen 6-7700 |
| Norristown | Robert A. Buyers, M.D. 1308 DeKalb Street | 279-8686 |
| Phoenixville | Vasilios A. Vlachos, M.D. 286 Griffin Street | 933-7978 |
| Reading | §Edward A. Agnew, M.D. 730 North Second Street M. B. DeWire, M.D. 225 North Sixth Street | 374-7083 372-5426 |
| Pottsville | Gabriel M. Lizak, M.D. 415 W. Market Street | 622-7803 |
| Camden | F. H. Ehmann, M.D. 22 Federal Street Paul M. Mecray, M.D. 405 Cooper St. | WO 3-2300 Ext. 307 WO 4-1125 |
| Roebling, N. J. | J. H. Hornberger, M.D. 4th and Main Streets | HY 9-0144 HY 9-0229 |
| Oxford, Pa. | G. T. Holcombe, M.D. N. 4th Street | 932-8141 |
| Lancaster | S. G. Pontius, M.D. 320 N. Lime Street | 392-1023 |
| | J. L. Farmer, M.D. 571 West Lemon Street | 397-6257 |
| | §R. M. Landis, M.D. 653 W. Chestnut Street | 394-8263 |
| Harrisburg | Divisional Medical Office Passenger Station | 232-4141 Ext. 327 or 328 |
| | G. A. Berkheimer, M.D. 325 N. Front Street | 238-4759 |
| | J. E. Romig, M.D. (oculist) 209 State Street | 236-7542 |
| | Edwin O. Daue, M.D. 2800 Green Street | 234-6749 |
| | Champe C. Pool, M.D. 2800 Green Street | 232-1335 |
| | William K. McBride, M.D. 1919 N. Front Street | 233-8085 |
| | C. B. Fager, M.D. (oculist) 126 Walnut Street | 232-1924 |
| | Lee Weinstein, M.D. (oculist) 1104 N. 2nd Street | 232-7102 |
| | Gordon D. Myers Harrisburg Hospital | 236-7011 |
| | | |
| Chambersburg | Robert N. Richards, M.D. Professional Arts Building §D. M. Rahauser, M.D. 634 Lincoln Way East (By Appointment) | 264-6211 263-3419 264-6185 |
| Carlisle | T. S. Armstrong, M.D. 64 South West Street | 243-6757 |
| Hagerstown | §E. W. Ditto, III, M.D. 217 W. Washington Street Hagerstown, M.D. (By Appointment) | 733-3361 |
| Martinsburg | | |

| Location | Name and Address | Telephone Number |
|---------------------|--|--|
| Lebanon | §Charles G. Menges, M.D. 508 Chestnut Street | 272-4081 |
| York, Pa. | Earl K. Bernstine, M.D. (Surgeon) 800 S. George St., York, Pa. §H. R. Knoch, M.D. 423 W. Market Street | 854-7460 848-2700 |
| Wilmington, Del. | Joseph A. Arminio, M.D. (Surgeon) 201 West 12th St. §P. H. Ulrich, M.D. Pennsylvania Station | Olympia 4-6245 Olympia 8-4141-Ext. 288 |
| Newark, Del. | Wallace M. Johnson, M.D. 257 E. Main Street | ENdicott 8-8900 |
| North East, Md. | Harry A. Cantwell, M.D. (Surgeon) Cecil Avenue | ATlas 7-3701 |
| Havre de Grace, Md. | §Wallace H. Sadowsky, M.D. 504 Lewis St. | WEstmore 9-0700 |
| Baltimore, Md. | §A. J. Cerny, M.D. Divisional Medical Officer Room 318 Penna. Station H. B. McElwain, M.D. 1800 N. Charles St. 221 W. 29th Street Wm. C. Dunnigan, M.D. 1800 N. Charles St. | Mulberry 5-4800-Ext. 279 Lexington 9-0660 (Day) Belmont 5-3257 (after 9.00 P.M.) Lexington 9-0660 |
| Washington, D.C. | Walter Atkinson, M.D. (Surgeon) 1835 Eye Street, N.W. Office: 4801 Connecticut Ave., N.W. (Home) Emergency Room Washington Hospital Center 110 Irving St., N.W., Wash., D.C. Joseph R. Young, M.D. 201 8th Street, N.E. (Home) 611 E. Thornapple Street Chevy Chase, Md. James W. Braden, M.D. 201—8th Street, N.E. (Home) 708 Mass. Ave., N.E. §E. B. Kelly, M.D. Wash. Term'l Medical Office, Union Station Arthur J. Mourot, M.D. 811 Prince St., Alexandria, Va. | REpublic 7-4600 EMerson 2-3721 TUckerman 2-5500 LIncoln 4-3747 Oliver 4-4481 Lincoln 4-3747 Lincoln 4-7000 Executive 3-4300-Ext. 514 Overlook 3-1851 |
| Seaford, Del. | Bruce Barnes, M.D., Office 340 Pine St. | NAtional 9-7037 |
| Delmar, Del. | §L. V. Sohler, M.D., Office: | 896-9121 |
| Cape Charles, Va. | T. B. Hardman, M.D., Office: §J. B. Freeman, M.D., Office: | 542 542 |
| Norfolk, Va. | Robert L. Payne, M.D., Office: §Southgate Leigh, Jr., M.D., Office: 300 Colonial Ave., Res.: §Richard D. Bowles, M.D. Mathews Court House, Office: Mathews, Va., Res.: | MAdison 2-2649 MAdison 2-6924 MAdison 2-6924 Mathews 5-2055 Mathews 5-2044 |
| Easton, Md. | H. F. Kinnamon, M.D. 6 Glenwood Ave. | TAIbert 2-1616 |
| Lewes, Del. | James Beebe, M.D. Office: Res.: James Beebe, Jr., M.D. Office: Res.: | 645-6218 Rehoboth 2051 645-6218 8587 |
| Cambridge, Md. | John Mace, Jr., M.D. Office: | 228-4545 |

NOTE—Medical Officers will not have office hours on Saturdays and Sundays, New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

§Available to employees for periodic or other physical examinations, or to secure completed Form MD40 or MD3 (Return to Duty Form) during their office hours or by appointment.

100R-2B. (All Divisions). Medical Officers will make pre-employment, periodic, special and return to duty from furlough examinations. Each employee notified to report for Medical examination will contact conveniently located Medical Officer direct for appointment, unless otherwise instructed.

100R-3A. Locations of Hospitals. (All Divisions)

| Location | Name and Address | Telephone Number |
|------------------|--|---|
| Long Island City | St. Johns— 90-02 Queens Blvd. Elmhurst, L.I. | ILinoia 7-1300 |
| New York | Beekman Downtown Hospital— 170 William Street New York Hospital— 525 E. 68th Street French— 324 West 30th St. St. Lukes— 113th St. and Morningside Dr. University— 20th St. and 2nd Ave. | BEekman 3-5300. TRafalgar 9-9000. LACKawanna 4-3060. 870-6000 OR 9-3200 |
| Jersey City | Medical Center—Baldwin Ave. St. Francis— East Hamilton Place. Christ Hospital— 176 Palisade Ave. | HE 4-1058 OLDfield 3-1050 OLDfield 3-1220 |
| Newark, N. J. | Beth-Israel—201 Lyons Ave. St. James—142 Jefferson Ave. | 923-6000 643-1300 |
| Elisabeth | Elisabeth General— 925 East Jersey St. | 289-8600. |
| Rahway | Rahway—Jefferson Ave. | FULTon 1-4200. |
| Perth Amboy | Perth Amboy General— 530 New Brunswick Ave. | HILLcrest 2-3700. |
| South Amboy | South Amboy—Bordentown Ave. | SO. Amboy 1-1000. |
| New Brunswick | Middlesex General— Somerset St. St. Peters—Easton Ave. | KILmer 5-8200. KILmer 5-8000. |
| Trenton | St. Francis— Hamilton Ave. and Chambers St. Helene Fuld Memorial— Brunswick Ave. | 396-7676 396-6575 |
| Bristol | Lower Bucks County— Bath Rd., Bristol Township | STillwell 8-7801. |
| Phillipsburg | Warren—Roseberry St. Easton— 20th and Lehigh Sts. (Easton, Pa.) | GLencourt 4-8551. BLackburn 8-6221. |
| Philadelphia | Hahnemann Hospital Broad above Race Streets Presbyterian Hospital 39th and Filbert Streets University Hospital 34th and Spruce Streets St. Agnes' Hospital Broad and Mifflin Streets Methodist Episcopal Hospital Broad and Wolf Streets Albert Einstein Medical Center Southern Division 1429 South 5th Street Jefferson Hospital 10th and Sansom Streets Graduate Hospital (U. of P.) 19th and Lombard Streets Temple University Hospital Broad and Ontario Streets St. Luke's Hospital Thompson and Franklin Streets Episcopal Hospital Front Street and Lehigh Ave. Northeastern Hospital Allegheny Avenue and Tulip St. Frankford Hospital Frankford Ave. and Wakeling St. Wills Eye Hospital 1601 Spring Garden Street | LOcust 4-5000 EVERgreen 2-4200 EVERgreen 2-4600 HOWard 5-2500 DEWey 6-3300 HOWard 5-1100 WALnut 3-1100 KINGSley 6-4500 787-5581 POplar 9-2100 GARfield 6-8000 GARfield 5-7600 JEfferson 3-9400 LOcust 7-3850 |

| Location | Name and Address | Telephone Number |
|-----------------|--|----------------------|
| Roxborough | Memorial Hospital Ridge Ave. and Rector Street | IVyridge 3-4550 |
| Camden | Cooper—6th and Stevens Sts. West Jersey—Mt. Ephraim and Atlantic Avenues Our Lady of Lourdes 1600 Haddon Avenue | WO 4-6600 |
| | | WO 3-8830 |
| | | WO 3-4300 |
| Mount Holly | Burlington County Madison Avenue | AM 7-0700 |
| Lakewood | Paul Kimball River Avenue | LA 6-1900 |
| Riverside | Zurbrugg Memorial Franklin St. | HO 1-0510 |
| Bryn Mawr | Bryn Mawr Hospital Bryn Mawr Avenue | 527-0600 |
| Chestnut Hill | Chestnut Hill Hospital 8835 Germantown Avenue | CHestnut Hill 7-4600 |
| West Chester | Chester County Hospital Boot Road | OWen 6-7700 |
| Norristown | Montgomery Hospital Powell and Fornance Streets | 275-6000 |
| Phoenixville | Phoenixville Hospital Nutt Road | 933-5821 |
| Pottstown | Pottstown Hospital 724 North Charlotte Street | 323-5000 |
| Reading | Community General 135 North Sixth Street Reading Hospital Sixth Avenue and Spruce Sts. West Reading St. Joseph's Hospital Walnut and Birch Streets | 376-4881 |
| | | 376-6868 |
| | | 376-4901 |
| | | |
| Pottsville | Pottsville Hospital Mauch Chunk and Jackson Sts. | 622-6120 |
| West Grove, Pa. | Community Memorial Hospital | UNderhill 9-2421 |
| Coatesville | Coatesville Hospital 300 Strode Avenue | DU 4-9000 |
| Lancaster | General Hospital 528 N. Lime Street | 393-5801 |
| Harrisburg | Harrisburg Hospital Front and Mulberry Streets Harrisburg Polyclinic Hospital 3rd and Polyclinic Avenue | 236-7011 |
| | | 236-3031 |
| Columbia | Columbia Hospital Seventh and Popular Streets | 684-2841 |
| Camp Hill | Holy Spirit Hospital North 21st Street | 761-0202 |
| Carlisle | Carlisle Hospital 224 Parker Street | 249-1212 |
| Chambersburg | Chambersburg Hospital Lincoln Way East | 264-5171 |
| Hagerstown | Washington County Hospital King Street | 733-3000 |
| Martinsburg | Kings Daughters Hospital East King Street | 267-8981 |
| Winchester | Winchester Memorial Hospital Stewart and Cork Streets | 662-4121 |
| Lebanon | Good Samaritan Hospital Fourth and Walnut Streets | 272-7611 |
| Waynesboro | Waynesboro Hospital East Main Street | 762-3131 |
| York, Pa. | York Hospital, S. George St. & Rathton Rd. | 854-1511 |
| Frederick, Md. | Frederick Memorial Hospital, Park and Trail Avenues | 662-5111 |

| Location | Name and Address | Telephone Number |
|---------------------|--|----------------------------------|
| Wilmington, Del. | Delaware Division Hospital | Olympia 4-5111 |
| | Memorial Division Hospital | Olympia 6-3351 |
| Elkton, Md. | Union Hospital | EXport 8-4000 |
| Havre de Grace, Md. | Harford Memorial Hospital | WEstmore 9-2400 |
| Baltimore, Md. | Mercy Hospital, 301 St. Paul Place | 727-5400 |
| Washington, D.C. | Casualty Hospital, 8th & Massachusetts Ave., N.E. | Lincoln 4-7000 |
| Dover, Del. | Kent General Hospital | REdfield 4-4701 |
| Seaford, Del. | Nanticoke Memorial Hospital | NAtional 9-9103 |
| Salisbury, Md. | Peninsula General Hospital | Pioneer 9-3161 |
| Nassawadox, Va. | Northampton-Accomac Memorial Hospital | Gilbert 2-2021 |
| Norfolk, Va. | Norfolk General Hospital De Paul Hospital | MAdison 5-1481 MAdison 5-3251 |
| Easton, Md. | Memorial Hospital | TAlbert 2-1000 |
| Milford, Del. | Milford Memorial Hospital | GArden 2-4561 |
| Lewes, Del. | Beebe Hospital | 645-6211 |
| Cambridge, Md. | Cambridge Hospital | 223-5511 |
| Crisfield, Md. | Edw. W. McCready Memorial Hospital | 75 |

100R-4A. First-Aid Boxes and Stretchers, Location of (All Divisions)

First-Aid Boxes:

Passenger, baggage, mail and cabin cars.
 Passenger and freight stations.
 Yard offices and car inspectors' offices.
 Suitable places in larger yards.
 Engine houses and M. of E. shops.
 Power plants and substations.
 Block and interlocking stations.
 Tool houses and camp cars.
 Wreck trains, wire trains, wreck trucks, wire trucks and track cars.
 Where prescribed by state law.

Stretchers:

Baggage and combined cars.
 All Passenger trains except MU trains.
 Passenger stations and block stations in electrified territory.
 Engine houses and M. of E. shops.
 Yard offices.
 Wreck trains, wire trains and wire trucks.

100R-5A. Gas Masks—(New York and Chesapeake Divs.)

Gas masks for emergency use in tunnels are located as follows:

New York Division:

2 at "A" Block and Interlocking Station.
 2 at "JO" Block and Interlocking Station.
 2 at "Q" Interlocking Station (Sunnyside Yard).
 2 at Sub-Station #3 (West end of North River Tubes).

Chesapeake Division:

2 at Station Master's Office—Baltimore.
 3 at Union Jct. Block Station.
 3 at B & P Jct. Block Station.
 3 at Virginia Block Station—Washington.
 2 at Yard Master's Office—Benning.

There is also located in the Station Master's Office, Baltimore, a mask for protection against ammonia fumes. Necessary periodical inspection will be made by M. of E. Department.

OPERATING RULES—STANDARD TIME

1001-A1. Eastern Standard Time applies on the New York, Philadelphia, Chesapeake and Harrisburg Divisions.

TIMETABLES

Letters and Characters. (All Divisions)

1004-A. The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ✚—Passenger train—rail motor cars.
- *—Passenger train—with passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ✱—Will not run on specified dates shown on schedule pages.
- #—Train may leave at scheduled arriving time when station work is completed.

1004-B1. (All Divisions)

- O**—Regular stop Monday.
- P**—Regular stop to receive or discharge passengers to or from south of Washington.
- Q**—Regular stop Saturday, Sunday, and Nov. 23, Dec. 25 and Jan. 1.
- R**—Regular stop Sunday and Nov. 23, Dec. 25 and Jan. 1.
- T**—Regular stop to receive or discharge passengers to or from south or west of Philadelphia.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- V**—Regular stop Sunday only for express, mail or newspapers.
- W**—Regular stop Monday to Friday only.
- Y**—Regular stop except Saturdays, Nov. 23, Dec. 25 and Jan. 1.
- Z**—Regular stop to change engines.
- DC**—Regular stop to discharge passengers daily except Sunday and Nov. 23, Dec. 25 and Jan. 1 and regular stop to receive and discharge passengers Sunday and Nov. 23, Dec. 25 and Jan. 1.
- DD**—Regular stop to discharge passengers Nov. 22.
- EE**—Regular stop daily except Saturday and Sunday for express, mail or newspapers.
- EM**—Regular stop daily except Monday for express, mail or newspapers.
- ES**—Regular stop daily except Sunday for express, mail or newspapers.
- EX**—Regular stop daily except Sunday and Monday for express, mail or newspapers.
- MM**—Regular stop daily except Saturday, Sunday, Nov. 23, Dec. 25 and Jan. 1.
- MU**—Multiple Unit operation.
- NN**—Regular stop to discharge passengers except Sunday and Nov. 23, Dec. 25, Jan. 1.
- WW**—Regular stop daily except Sunday and Nov. 23, Dec. 25 and Jan. 1.
- X**—Regular stop Saturday and Sunday only.
- Schedule based on a maximum speed of 100 M.P.H.
- Schedule based on a maximum speed of 110 M.P.H.

1004-C1. (New York Division). Timetable and Book of Rules of the Long Island Railroad will apply and be the authority for movement of Long Island Railroad trains between Harold and New York.

1004-C2. (New York Division). Timetable of New York, New Haven and Hartford Railroad is authority for movement of their regular trains, subject to rules of Pennsylvania Railroad and Special Instructions of New York Division, between Harold and New York.

SIGNALS

1007-A1. (All Divisions). Head Trainman (Train Baggage man where no Head Trainman is assigned, or Conductor when train crew consists of less than three (3) men, and Conductors of P. A. T. H. R. R. Trains) must place a red flag and white light in head car of MU and RC trains, also trains hauled by railmotor cars or other self-propelled cars of similar type, for use as prescribed by Rule 7.

ENGINE WHISTLE SIGNALS

(All Divisions)

1014(dc)-A2. Rule 14(dc) (— — — — o o) will apply:

| Track | Between | And |
|--------------------------------|--------------|--------------|
| No. 0 | Edison | Lincoln |
| No. 2 | Hunter | Hudson |
| No. 3 | C | Harold |
| A | Union | Elmora |
| No. 1 Chestnut Hill Branch | North Phila. | Westmoreland |
| No. 1 Schuylkill Branch | Jeff | Valley |
| No. 1 West Chester Branch | 49th Street | Arsenal |
| No. 1 D.R.R.R. & B. Co. Branch | Shore | Jersey |
| No. 2 | Virginia | Landover |
| No. 1 Shellpot Branch | Ragan | Bridge |

1014(ec)-A3. Rule 14(ec) (— — — — — o o) will apply:

| Track | Between | And |
|--------------------------------|--------------|--------------|
| No. 2 | Harold | JO |
| No. 3 | Hudson | Hunter |
| B | Elmora | Union |
| No. 2 Chestnut Hill Branch | Westmoreland | North Phila. |
| No. 2 Schuylkill Branch | Valley | Jeff |
| No. 2 West Chester Branch | Arsenal | 49th Street |
| No. 2 D.R.R.R. & B. Co. Branch | Jersey | Shore |
| No. 3 | Landover | Virginia |
| No. 2 Shellpot Branch | Bridge | Ragan |

1014(1)A4. (New York Division). Engine whistle on P. A. T. H. R. R. trains must be sounded at W signs.

1014(1)A5. (Phila. Div.). (— — o —) will not be prolonged or repeated on Schuylkill Secondary Track between:

| | |
|---------------------------|-----------------------------|
| Brooke and Mile Post 50. | } Account local ordinances. |
| Reading and Grounds. | |
| Siding switches, Hamburg. | |
| Carbon and Pottsville. | |

1014(1)-A6. (All Divisions). Portable whistle post (yellow disc with black letter W) will be placed to the right side of the track approximately 1250 feet in advance of the point where trackmen are working in the territory shown: Rules 14(l) and 14(q) will apply when portable whistle post is displayed.

Running Tracks between
 Millham and Coalport
 Jamesburg Branch
 Amboy Secondary Track
 Hightstown Secondary Track
 Robbinsville Secondary Track
 Passaic and Harsimus Branch
 Greenville Branch
 Belvidere Delaware Branch
 Running Track
 Coalport-Hamilton Ave.
 Arsenal Track
 Enterprise Track
 Flemington Track
 Millstone Track
 Rocky Hill Track
 Freehold Secondary Track

Trenton Branch
 Philadelphia and Thorndale Branch
 Bordentown Branch and Secondary
 Track between Pavonia and
 Division Post (N. Y. Div.)
 Pemberton Branch
 Dix Running track
 Kinkora Running track
 Medford Running Track
 Landover—South End
 Riderwood—Wago Jct.
 Shellpot Branch
 Atglen and Susquehanna Branch
 Columbia and Port Deposit Branch
 Columbia Branch
 Cumberland Valley Branch

1014(1)-B1. (Harrisburg Div.)

Referring to Rule 14(1); engine whistle will not be used to sound crossing alarm within the limits of the following Borough:

| Borough | Alarm to be sounded by |
|---------|------------------------|
| Hanover | Engine bell |

1014(r)-A7. (New York and Chesapeake Divisions). Rule 14(r) (— o) will apply:

When stops are to be made for change of engines, water, fuel or other attentions to mechanical defects at next available point, Operator will notify train dispatcher promptly.

Note—Display of red flag or white light from cab of engine, on Chesapeake Division in addition to whistle signal will indicate change of engines required.

COMMUNICATING SIGNALS

1016(a)-A1. (New York Div.) On P. A. T. H. R. R. trains, when LIGHT communicating signal system fails, BELL communicating signal system must be used. When train does not start within a reasonable time after doors have been closed, signal of two bells originated by Rear Brakeman must be transmitted ahead in proper succession to Conductor, who must personally inform Engineman to accept BELL instead of LIGHT communicating signals.

TRAIN SIGNALS**1017-A1. (All Divisions)**

Rule 17 and Rule 102, as they apply to the use of oscillating lights will apply to the use of these rotating lights on both Single and Two or More Tracks.

1019-A. (All Divisions). Night signals will be displayed on rear of trains while passing through tunnels.

1019-A1. (All Divisions). Trains of foreign Railroads may display train signals as required by the operating Rules of their respective Railroads.

1019-A2. (All Divisions). In the application of Rule 19, authorized flashing type lamps may be used as markers.

1019-A3. (All Divisions). In the application of Rule 19, authorized reflector discs may be used as markers in territory listed below:

Landover—New York Ave.
Landover—South End.
Winchester Secondary Track.
Jersey to Division Post (P.R.S.L.)
Bordentown Branch.
Bordentown Secondary Track.
Pemberton Branch.
Robbinsville Secondary Track.

1019-B1. (New York Div.). Night signals must be displayed by day as well as by night in New York Pennsylvania Station area.

1026-A1. (Chesapeake Div.). In the application of Rule 26:

Passenger trains picking up, setting off, or being worked on by Car Inspectors on Nos. 4 and 5 tracks at Baltimore Station, will be governed by blue and amber electric lights located on north and south ends of station shelter shed between Nos. 4 and 5 tracks.

Standing trains or engines must not accept a signal for movement until amber light is lit.

Standing trains or engines must not accept a signal for movement when rotating blue light is lit.

Trains or engines entering these tracks must comply with Rule 26 when rotating blue light is lit.

Engines engaged in shifting movements using these tracks must not couple to cars on these tracks unless amber light is lit.

In the event of a light failure, Car Inspectors must personally approve movements on Nos. 4 and 5 tracks.

USE OF SIGNALS

1027-A1. (New York Division). Belvidere-Delaware Branch—Frenchtown:

During hours block station is scheduled to be open Clear Block indication (**Rule 280**) must not be accepted when marker light is out unless verbally instructed to do so by the Operator Frenchtown.

1030-A1. (All Divisions). Enginemen of MU engines will use whistle in complying with **Rule 30**.

1030-A2. (All Divisions). Enginemen of MU engines are relieved of sounding engine bell or whistle when engine is about to move from a station stop, except when required in an emergency.

1030-A3. (New York Div.). Ringing of engine bell may be omitted when running through tunnels.

1035-A1. (All Divisions). In the application of **Rule 35**, the following signals will be used.

Day Signals—A red flag, torpedoes and fusees.

Night Signals—A white light, torpedoes and fusees.

Fusees and Torpedoes

1035-B1. (All Divisions). On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles, nor in the following territory unless necessary to prevent an accident:

Between East Portals of East River Tunnels and West

Portals of North River Tunnels.

Between Suburban Sta. and Zoo interlocking.

Between Fulton and Biddle Street.

Between Union Junction and Calvert.

Between Grantley and York.

1035-B2. (New York Div.). Torpedoes must not be used between east portals of East River Tunnels and west portals of North River Tunnels or on movable bridges.

1035-C1. (All Divisions). Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

| | Fusees | Torpedoes |
|--------------------------------|--------|-----------|
| Passenger Service | 10 | 10 |
| Freight Service | 12 | 12 |
| Engines | 3 | 6 |
| Engine Helper Service | 6 | 6 |
| Track Cars | 4 | 8 |
| Crossing Watchmen | 3 | None |
| Detector Cars and Burro Cranes | 6 | 12 |

NOTE—In event that the supply becomes depleted during the trip, proper advance information must be given in order that the supply may be replenished at convenient points.

1038-A1. (Phila., Harrisburg & Chesapeake Divs.) Speed Signs
In the application of **Rule 38**, lights may be omitted on reflectorized speed signs.

Slide Protection Fence (Harrisburg & Chesapeake Divs.)

1043-A. The letters SP on a signal mast indicate the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

Employes finding such signals displaying the most restrictive indication, must promptly report to Superintendent.

1043-A1. (Harrisburg Div.). Slide protection fences in service as follows:

| | |
|------|--|
| Main | { Signal SP 897, located east of Conewago. |
| Line | { Signal SP 918, located west of Conewago. |
| | { Signal SP L-271 located 933 feet west of Mile Post 27. |
| A&S | { Signal SP L-289 located 284 feet east of Mile Post 29. |
| Bch | { Signal SP L-318 located 948 feet east of Mile Post 32. |
| | { Signal SP L-298 located 598 feet east of Mile Post 30. |

Trains moving against the current of traffic at these locations must be governed by signal marked SP for normal track and the signal governing approach thereto, in so far as protection against slides is concerned.

1043-A2. (Chesapeake Div.) Slide protection fences in service: Columbia and Port Deposit Branch between West Pilot and Harbor.

Between Midway and Holtwood trains or engines authorized to operate non-equipped and moving against the current of traffic must be governed by signal marked SP for normal track, in so far as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

SUPERIORITY OF TRAINS

1072-A1. (New York Div.) Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1072-A2. (Phila. Div.) Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1072-A3. (New York & Phila. Divs.) A delayed regular train is superior by direction to an opposing regular train that is to be run by the same crew and equipment.

1072-A4. (Chesapeake Div.) Northward and Westward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1072-A5. (Hbg. Div.) Westward and Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks

1075-A1. (All Divisions) Location of Bulletin Boards where General Orders of this region, other regions and other railroads are posted and delivered. Locations of Employees' Registers and Standard clocks.

| Bulletin Board | Employees' Register | Standard Clock | Location | Other Regions or Railroads |
|----------------|---------------------|----------------|--|---|
| X | X | X | Sunnyside—Crew Dispatcher's Office | N.Y. & L.B.R.R. Washington Terminal. |
| X | X | X | New York—Crew Dispatcher's Office | N.Y. & L.B.R.R. Washington Terminal. N.Y., N.H. & H. R.R. |
| X | X | X | New York—37th St. Freight Station | ..... |
| X | X | X | Jersey City—Henderson St. Yard Office | N.Y. & L.B.R.R. |
| X | X | X | Jersey City—Green St. Yard Office | ..... |
| X | X | X | Newark—Crew Dispatcher's Office | Washington Terminal. |
| ..... | ..... | X | Newark, N. J.—Station Master's Office | ..... |
| X | X | X | Meadows—No. 1 Yard Office | N.Y. & L.B.R.R. |
| X | X | X | Meadows—Enginehouse | Washington Terminal. |
| X | X | X | Meadows—TrueTrain Terminal Yard Office | ..... |
| X | X | X | Waverly—Yard Office—WA-4 | N.Y. & L.B.R.R. |
| X | X | X | Waverly—WA-5 | ..... |
| X | X | X | Greenville—Yard Master's Office | N.Y. & L.B.R.R. Washington Terminal. |
| X | X | X | Linden—Stiles St. Yard Office | ..... |
| X | X | X | South Amboy—Yard Office | C.R.R. of N.J. N.Y. & L.B.R.R. |
| X | X | X | Metuchen—Yard Office, Ford Yard | ..... |
| X | X | X | County—Yard Office | N.Y. & L.B.R.R. |
| X | X | ..... | Princeton—Conductor's Room | ..... |

| Bulletin Board | Employees' Register | Standard Clock | Location | Other Regions or Railroads |
|----------------|---------------------|----------------|--|---|
| X | X | X | Trenton—Yard Office | N.Y. & L.B.R.R. |
| X | X | X | Barracks Yard | |
| X | X | X | Trenton—Yard Master's Office, Coalport | Washington Terminal. |
| | | | Trenton—Crew Dispatcher's Office, Passenger Station | |
| X | X | X | Morrisville—Hump Office | N.Y. & L.B.R.R. |
| X | X | X | Morrisville—Yard Office, East end "A" Yard | |
| X | X | X | Morrisville—Engine House | Washington Terminal. |
| X | X | X | Phillipsburg—Yard Office | |
| X | | | Port Authority Trans. Hudson Hudson Terminal—No. 4 platform | |
| X | | | Washington Terminal R. R. P.R.R. Crew Dispatcher Office, Second Floor, Sta. Bldg. | |
| X | | | Enginehouse | |
| X | | | New York & Long Branch R. R. Bay Head Jct.—Yard Office | |
| | X | | South Amboy Passenger Station | |
| X | | | Central Railroad of N. J. Enginehouse Foreman's Office—Phillipsburg | |
| X | | | PU Tower—Phillipsburg | |
| X | | | Enginehouse Foreman's Office—Bethlehem | |
| X | | | Terminal Train Master's Office—Allentown | |
| X | | | New York, New Haven & Hartford R. R. Grand Central Terminal—Assistant Superintendent's Office and Motor Shop | |
| X | | | Oak Point, New York—Motor Shop | |
| X | | | Stamford, Conn.—Enginehouse | |
| X | | | Hartford, Conn.—Conductor's Room | |
| X | | | New Haven, Conn.—Crew Dispatcher's Office and Motor Shop Yard | |
| X | | | Springfield, Mass.—Conductor's Room | |
| X | | | Boston, Mass.—Conductor's Room | |
| X | | | Lehigh & Hudson River Ry. Warwick, N. Y. Train Dispatcher's Office | |
| X | | | Engine House | |
| X | X | | Tacony | |
| X | X | X | Frankford Junction—Yardmaster's Office | |
| X | X | X | Reading Company Port Richmond | |
| X | X | | C Street | |
| X | X | | Margie Street Yard | |
| X | X | | Midvale | |
| X | X | X | Chestnut Hill Passenger Station | |
| X | X | | Engelside Freight Station | |
| X | X | | Trainmaster's Office 38th and Wyalusing Ave. | |
| X | X | X | Pennsylvania Coach Yard | |
| X | X | X | 30th St. Station, Philadelphia (Crew Dispatchers Office) | P.R.S.L. N.Y. & L.B.R.R. Washington Terminal. |
| X | X | X | Suburban Station | |
| X | X | | Tioga Street—Freight Agent's Office | |
| X | X | | Shackamaxon—Yard Office | |
| X | X | | D-16—Yard Office | |
| X | X | | Tidewater Yard | |

| Bulletin Board | Employees Register | Standard Clock | Location | Other Regions or Railroads |
|----------------|--------------------|----------------|---|---|
| X | X | ..... | Pennsylvania Produce Terminal Yard—Yard Office | ..... |
| X | X | X | Yard Office—South Philadelphia Ore Yard | ..... |
| X | X | ..... | Greenwich Yard | ..... |
| X | X | ..... | Girard Point | ..... |
| X | X | ..... | Penrose Yard | ..... |
| X | X | ..... | Gray's Ferry | ..... |
| X | X | X | Eddystone—Yard Office | ..... |
| X | X | X | ThurLOW Yard—Yard Master's Office | ..... |
| X | X | X | Stony Creek—Yard Office | ..... |
| X | X | X | Media—Passenger Station | ..... |
| X | X | X | 44th Street | ..... |
| X | X | X | Phoenixville | ..... |
| X | X | X | Pottstown | ..... |
| X | X | X | Reading—Yard Office | ..... |
| X | X | ..... | Paoli—Yard Office | ..... |
| ..... | ..... | X | Paoli Waiting Room—Eastward Side | ..... |
| X | X | X | Earnest | ..... |
| X | X | X | Thorndale | ..... |
| X | X | X | Pavonia—Yardmaster's Office, 27th St. | P.R.S.L. |
| X | X | X | Pavonia—Enginehouse | P.R.S.L. |
| X | X | X | Pemberton—Conductor's Room | ..... |
| X | X | X | Lancaster—Engine House | ..... |
| X | X | X | Lebanon | ..... |
| X | X | X | Enola—East End Yard Office | ..... |
| X | X | X | Enola—Brick Office | Central Region Reading Co. |
| X | X | X | Enola—West Hump Yard Office | ..... |
| X | X | X | Enola—West End Yard Office | Central Region |
| X | X | X | Harrisburg—Crew Dispatcher's Office, Passenger Station | Central Region Washington Terminal. Reading Co. |
| X | X | X | Harrisburg—Reily Yard Office | Reading Co. Central Region |
| X | X | X | Lemoyne—Camp Hill Yard Office | ..... |
| X | X | X | Chambersburg | ..... |
| X | X | X | Hagerstown—Engine House, Shomo Yard Office | Reading Co. |
| X | X | X | Cumbo | Reading Co. |
| X | X | X | York—Enginehouse Foreman's Office | ..... |
| X | X | X | York—Yard Master's Office | ..... |
| X | X | X | Reading Co., Rutherford—Hump Office, Engine House, West End | ..... |
| X | X | X | Landlith—Crew Dispatcher's Office | Wash. Term. Co. Potomac Yard |
| X | X | ..... | Edge Moor—North End Yard Office | ..... |
| X | X | ..... | Edge Moor—South End Yard Office | ..... |
| X | X | ..... | Edge Moor—Northbound Hump | ..... |
| X | X | ..... | Edge Moor—Southbound Hump | ..... |

| Bulletin Board | Employees' Register | Standard Clock | Location | Other Regions or Railroads |
|----------------|---------------------|----------------|---|---------------------------------|
| X | X | X | Wilmington—Station Master's Office | Wash. Term. Co. Potomac Yard |
| X | X | ..... | West Yard—Yard Office | Wash. Term. Co. Potomac Yard |
| X | X | ..... | Perryville—Engine House | ..... |
| X | X | ..... | Baltimore—Wise Ave. Yard Office | ..... |
| X | X | ..... | Baltimore—Canton Yard Master's Office | ..... |
| X | X | ..... | Baltimore—Highland Yard Yard Master's Office | ..... |
| X | X | X | Baltimore—Orangeville Crew Dispatcher's Office | Wash. Term. Co. Potomac Yard |
| X | X | ..... | Baltimore—Bay View Hump | ..... |
| X | X | ..... | Baltimore—Bay View, South End Yard Office | ..... |
| X | X | ..... | Baltimore—President Station Agent's Yard Office | ..... |
| X | X | X | Baltimore—Station Station Master's Office | Wash. Term. Co. Potomac Yard |
| X | X | ..... | Baltimore—Mt. Vernon, Yard Master's Office | ..... |
| X | X | ..... | Baltimore—Gwynns Run, Yard Master's Office | ..... |
| X | X | X | Benning—Yard Office | Wash. Term. Co. Potomac Yard |
| X | X | ..... | Washington—Ivy City Team Track | Potomac Yard Wash. Term. Co. |
| X | X | X | Washington—Union Station Station Master's Office Crew Dispatcher's Office | Wash. Term. Co. Potomac Yard |
| X | X | X | Potomac Yard—R.F. & P.R.R. Crew Dispatcher's Office | Wash. Term. Co. Potomac Yard |
| X | X | X | Dover Freight Station | ..... |
| X | X | X | Delmar—Yard Master's Office | ..... |
| X | X | X | Clayton—Station | ..... |
| X | X | X | Harrington—Station | ..... |
| X | X | X | Cape Charles—Yard Master's Office | ..... |
| X | X | X | Norfolk Yard—Yard Master's Office | ..... |
| | | | W. M. Ry— Port Covington—Yardmaster's Office Union Bridge—Station Hagerstown—Caller's Office | ..... |
| ..... | ..... | X | All Block & Interlocking Stations | ..... |
| X | ..... | X | Train Dispatcher's Offices | ..... |

NOTE—X indicates in service.

General Order Zones (All Divisions)

1075-A4. General order zones are as follows:

New York Division

| Zone | Main Line | Branches | Secondary Tracks |
|------|--|--|---|
| NA | Between: Harold and A inclusive | | |
| NB | Between: A exclusive and Lane inclusive | Jersey City Passaic and Harsimus Greenville | |
| NC | Between: Lane exclusive and Division Post (Phila. Division) | Perth Amboy and Woodbridge Princeton Trenton | |
| ND | | Jamesburg | Freehold Amboy Hightstown Bordentown |
| NE | | Belvidere-Delaware | Belvidere-Del. |

Philadelphia Division

| Zone | Main Line | Branches | Secondary Tracks |
|------|--|--|---------------------------|
| PA | Between Division Post (N. Y. Div.) and Division Post (Hbg. Div.) west of Park | Chestnut Hill Trenton Phila. & Thorndale Atglen & Susquehanna: Between Park and Divi- sion Post (Hbg. Div.) west of Park | Pomeroy |
| PB | Between Arsenal and Division Post (Ches. Div.) north of Bell | Suburban Line River Line West Phila. Elevated Grays Ferry Delaware Extension West Chester | Octoraro Chester Creek |
| PC | | Schuylkill | Schuylkill |
| PD | | D.R.R.R. & B. Co. Bordentown Pemberton | Bordentown |

Chesapeake Division

| Zone | Main Line | Branches | Secondary Tracks |
|------|---|---|--|
| CA | Between Division Post (Phila. Div.) north of Bell and River | | |
| CB | Between River and Divi- sion Post (W.T.) | | Pope's Creek |
| CC | Between Landover and Division Post (R.F. & P. R.R.) | | |
| CD | | Northern Central be- tween Calvert and Divi- sion Post (Hbg. Div.) east of New Freedom | |
| CE | | Columbia and Port Deposit Shellpot Porter | Shellpot New Castle |
| CF | | Delmarva—Davis to Delmar | Centreville Chestertown Oxford D.M. & V. Cambridge |
| CG | | Delmarva—Delmar to Cassatt | Pocomoke Crisfield |

Harrisburg Division

| Zone | Main Line | Branches | Secondary Tracks |
|------|---|--|---|
| HA | Between Division Post (Phila. Div.) west of Park and Division Post (Allegheny Div.) west of Banks | Atglen & Susquehanna (Between Division Post (Phila. Div.) west of Park and Wago Junction Columbia Columbia & Port Deposit York Haven Line Cumberland Valley (between Harrisburg and Camp, exclusive) Williamsport | New Holland Lebanon |
| HB | | Northern Central between Cly and Division Post (Ches. Div.) east of New Freedom | Frederick |
| HC | | Cumberland Valley (between Camp inclusive and Town) | Dillsburg Waynesboro Mercersburg Winchester Cumbo |

NOTE—(All Divisions) Each zone also includes connecting yards in its respective territory. (Enola in Zone HA); Zone PA extending southward to Callowhill Street and Zone PB extending northward to Callowhill Street. (Delaware Avenue-Phila.)

Qualifications of Conductor or Engineman—(New York & Phila. Divs.)

1075-A5a. An engineman who has not made a trip in Road Service, as such, within a period of six (6) months over the portion of railroad on which he is expected to operate within the State of New Jersey must not be used on such portion of the road until he has been re-examined and qualified by the proper officer.

A fireman must not operate an engine in the State of New Jersey unless he is a promoted engineman and has qualified on the physical characteristics of the portion of the road to be used in the same manner as prescribed for an engineman. (This paragraph will not apply to engine crews assigned to yard engines while working within confines of yards).

1075-A5b. If absent from all railroad duty for thirty (30) days or more conductors, enginemen, firemen and trainmen reporting to operate a train in road service in or through the State of New Jersey must notify the bulletin board supervisor of such absence. The bulletin board supervisor will examine the employee so reporting to ascertain the employee's knowledge and understanding of any General Orders or changes in the operating rules which may have been issued during his absence. The result of this examination will be shown on C.T. 1515 which will also show the signature of both the employee and the examiner and will be forwarded to the Superintendent.

If the employee does not qualify or reports at a point where a bulletin board supervisor is not on duty, the employee must communicate with the Superintendent (Train Dispatcher) for further instructions. If qualified by the Train Dispatcher the C.T. 1515 will be prepared and signed by the latter.

Passenger Crews Reporting and Registering for Duty

1075-A6. (All Divisions). Passenger crews, unless otherwise instructed, must report ready for duty and register not later than the number of minutes prior to scheduled leaving time of assigned train as shown at following points:

| Location | Service | Note | Number of minutes required to report prior to leaving time | | |
|--------------------------------|--|-------|--|--|-----------|
| | | | Passenger Trainmen | Passenger Engine Crews Diesel or Electric Engines | MU Trains |
| Sunnyside Yard | Trains from Sunnyside Yard..... | 1 | ..... | 90 | 75 |
| | Trains from P. X. T..... | ..... | 30 | 90 | ..... |
| | Trains from New York..... | 1 | ..... | 90 | ..... |
| New York | P. R. R..... | ..... | 30 | ..... | 20 |
| | L. I. R. R..... | ..... | 20 | ..... | 15 |
| | N. Y., N. H. & H. R. R..... | 2 | 10 | 40 | ..... |
| Newark | R. A. T. H. R. R..... | ..... | 10 | ..... | 10 |
| Rahway | ..... | ..... | 10 | ..... | ..... |
| New Brunswick | ..... | ..... | 10 | ..... | ..... |
| County | ..... | ..... | 30 | ..... | 35 |
| Princeton | ..... | ..... | 30 | ..... | 30 |
| Trenton | ..... | ..... | 15 | ..... | 30 |
| South Amboy | ..... | ..... | 30 | 50 | 30 |
| South Amboy | Trains from Union..... | ..... | ..... | 90 | ..... |
| Bay Head | ..... | ..... | ..... | ..... | ..... |
| Junction | ..... | ..... | 25 | 50 | ..... |
| Suburban Station | MU Trains..... | ..... | 25 | ..... | 25 |
| 30th St. Station, Philadelphia | Trains from 30th St. Sta., Phila., Zoo, Penna. coach yard and adjacent points..... | ..... | ..... | 70 | 45 |
| | Trains from North Phila..... | ..... | ..... | 90 | ..... |
| | Relief crews..... | ..... | ..... | 60 | ..... |
| | Trains from 30th St. Sta., Phila., Penna. coach yard, Mail Platform and adjacent points..... | ..... | 35 | ..... | ..... |
| | Trains from North Phila., Zoo and Suburban Station..... | ..... | 60 | ..... | ..... |
| Paoli | MU Trains..... | ..... | 25 | ..... | 25 |
| Chestnut Hill | MU Trains..... | ..... | 20 | ..... | 20 |
| Media | MU Trains..... | ..... | 25 | ..... | 25 |
| West Chester | MU Trains..... | ..... | 25 | ..... | 25 |
| Pavonia | Pemberton-Moorestown..... | ..... | 30 | 30 | ..... |
| Pemberton | Pemberton-12th Street..... | ..... | 35 | 35 | ..... |
| Reily Street, Harrisburg | Through trains and originating trains..... | ..... | ..... | 75 | ..... |
| Harrisburg Passenger Station | Originating trains..... | ..... | 25 | 75 | 25 |
| | Through trains; train crew reports 25 minutes ahead of scheduled arriving time..... | ..... | ..... | 75 | ..... |
| Wash. | Trains from Union Sta..... | 1 | 30 | 60 | 30 |
| | Trains from G & H Yd..... | 1 | 75 | 60 | ..... |
| | Trains from Potomac Yd..... | 3 | 30 | 75 | ..... |
| Balto.—Orangeville | Trains from Penna. Sta..... | 1 | ..... | 75 | ..... |
| Balto.—Penna. Sta. | Trains from Penna. Sta..... | 1 | 25 | 60 | 25 |
| Wilm.—Penna. Sta. | Trains from Penna. Sta..... | 1 | 25 | 75 | 25 |
| Wilm.—West Yd. | Trains from West Yd..... | 1 | 25 | 75 | 25 |

Passenger trainmen deadheading must sign employe register 10 minutes prior to leaving time of train on which deadheading.

NOTES:

- 1—Prior to schedule departure.
- 2—Prior to scheduled arriving time of train at New York for Trainmen.
- 3—Prior to reporting at Potomac Yard.

Crews Relieved. No Register

1075-A7. (All Divisions). Conductor of crew relieving a crew at point where there is no employes' register will be responsible for the engine and train crew when starting work, but all employes must personally register at the first opportunity after going on duty.

Deadheading

1075-A8. (All Divisions). When deadheading is necessary in connection with all classes of service, it will be combined with service (4-E-1), unless otherwise notified.

1075-A9. (New York Division). Passenger Trainmen terminating duty at Sunnyside Yard, and New York must personally sign crew register.

1075-A10. (All Divisions). Referring to eighth paragraph of **Rule 75**, trainmen assigned to yard service and their assignment does not contemplate entering or using Main or Secondary tracks, will not be required to carry their timetables with them while in such service provided that they have them on their person when reporting for duty, so they can be posted, and keep them within easy access.

1075-A11. (Chesapeake Division). Crews of all Chesapeake Division trains will be governed by the following instructions before leaving Washington:

Conductors of departing trains, when registering at Station Master's Office, Union Station, Washington, will inquire of Station Master for instructions for their trains.

If instructions are received, conductors must personally deliver them to enginemen and see that enginemen properly understand them.

When there are no instructions, the conductor will personally notify the engineman before the train departs.

OBSERVATION OF TRAINS FOR DEFECTS

Dragging Equipment Detector.

1076-A1. (New York Division). When device is actuated for eastward movements at the following locations:

| | |
|---------|---|
| HUNTER | { Track No. 1—1200 feet west of Signal 122. |
| | { Tracks Nos. 2 and 3 at Westward Home Signal Bridge, Lane. |
| MILLHAM | { Tracks Nos. 1, 2, and 3—1500 feet west of Signal 558. |

Cab signals will indicate Restricting and most favorable indication on fixed signals between location of device and interlocking (including interlocking home signal) will be Approach.

Trains receiving Restricting indication on cab signals in conjunction with Approach indication on fixed signals between point where device is located and interlocking must stop as soon as proper handling of train will permit, report to Operator and be governed by his instructions.

Non-equipped trains receiving Approach indication on fixed signals between point where device is located and interlocking (including interlocking home signals) must not exceed speed of 20 miles per hour.

1076-A2. (Harrisburg, Phila. and Chesapeake Divisions). When Landis Interlocking Station, Bryn Mawr and Bowie Block and Interlocking Stations are not in service and letter E is illuminated also when Dragging Equipment Detector is actuated at Signal Bridge located 1738 feet north of Mile Post 84 between Chase and Middle River on the Chesapeake Division and Letter E is illuminated; a member of the crew of trains or engines actuating dragging equipment detector must report promptly to the Operator at the next open Block Station in the rear that their train has actuated Dragging Equipment Detector. This must be done at once and prior to examination of train.

After complying with **Rule 4076-A**, a member of the crew must advise the Block Station in the rear.

Laurel Movable Bridge

1076-A4. (Chesapeake Division). Telephone boxes located at each fixed signal are equipped with a small light and push button in a sealed case to be used in connection with dragging equipment detectors.

When dragging equipment detector has been actuated, fixed signal will display stop indication and small light will be illuminated.

Trains stopped at signal and finding small light illuminated, engine or train crew must notify train dispatcher.

After correction of defects in train, permission must be obtained from train dispatcher to break seal and operate pushbutton, which will restore signal to proceed indication.

RULES FOR CONDUCTING TRANSPORTATION

1080-A1. (All Divisions)—

DEFINITIONS

- (1) **TRACK CAR**—A self-propelled car with or without trailers, truck, highway-rail-car, which may be manually moved to or from the track, or self-propelled on-track work equipment.
- (2) **FOREMAN**—As used in these rules, a driver of track car or designated employe in charge of the movement of maintenance equipment and qualified on the Book of Rules and physical characteristics of portion of railroad to be used.

MOVEMENT OF TRACK CARS

- (3) **Rule 80.** Employes in charge of track cars are governed by rules and special instructions applying to track cars and by the same rules and special instructions that apply to trains other than passenger trains, except as otherwise herein provided. Track cars will be designated by the prefix TC and last four (4) numerals, except Burro Crane will use the prefix BC, Highway-Rail-Car the prefix HRC, and Detector Car the prefix DC.

Rules 17 and 19 will not apply, but a white light to the front and a red light to the rear of each track car must be displayed by night, while passing through tunnels, and when visibility is restricted.

- (4) Track cars may pass unlighted numbered fixed signals that are approach-lighted without stopping when it is known the block in advance is clear. When it is not known that the block in advance is clear such equipment may pass these signals at Reduced speed.

Track cars must approach crossings, prepared to stop. Track cars must not proceed over crossings protected by manually operated gates until gates are lowered, nor over crossings protected by crossing watchmen until STOP signal for highway traffic is displayed. Track cars must be brought to a stop before proceeding over any unmanned crossing or crossing protected by automatic protection not operating, where a full, clear and unobstructed view of at least 500 feet in either direction from the track is not afforded. In all cases highway traffic should be conceded the right-of-way.

Track cars will not operate automatic switches, or spring switches.

(5) Speed Restrictions

TRACK CAR

Unless otherwise restricted.

| | |
|--|--------|
| Maximum speed..... | 20 MPH |
| When hauling track cars or trailers..... | 15 MPH |
| Through crossovers and turnouts, over highway and railroad crossings and when passing trains on adjacent tracks..... | 5 MPH |

HIGHWAY-RAIL-CAR

Unless otherwise restricted.

| | |
|---|--------|
| Passenger Type—forward..... | 30 MPH |
| —backward..... | 10 MPH |
| Truck Type—forward..... | 20 MPH |
| —backward..... | 5 MPH |
| Aerial Towers, truck mounted hoisting equip- ment or other such equipment with rigid high- way-rail mounting—forward..... | 10 MPH |
| —backward..... | 5 MPH |
| Not otherwise specified in forward motion..... | 20 MPH |
| in backward motion..... | 10 MPH |
| Through crossovers, turnouts and over highway and railroad crossings..... | 5 MPH |

- (6) On tracks governed by Block Signal System Rules, track cars will operate with authority of Track Car Permit Form M **in lieu of train orders**. Movements of track cars must be recorded, in red ink, by the train dispatcher on the train sheet and by the operator on the block sheet. Operators must retain an office copy of Track Car Permit Form M issued. Operators when authorized by the train dispatcher will issue Track Car Permit Form M which must be filled out in its entirety, including information regarding other track cars, trains or engines in the block. If none in the block he will show "none" on the Form M.

Track cars should move preferably with the current of traffic.

For movements with the current of traffic track car driver must report to the operator to the rear of the move to be made. Operator, after displaying Stop indication and applying approved blocking device for the track to be used, may then authorize such move by issuing Track Car Permit Form M. Movements against the current of traffic, on tracks of no assigned direction, or where **Rule 261** is in effect, will be authorized after Stop indication is displayed at each end of the block and approved blocking devices applied for the track to be occupied.

Employee in charge of track car must report to the operator if unusually delayed. Upon arrival at destination or prior to the expiration of the time limit, track car must immediately be removed clear of the main or secondary track and operator notified. Track car must not again occupy the main or secondary track without Track Car Permit Form M. If movement is required to clear the track at any point enroute Form M authorizing use of track is annulled and a new Form M must be issued for any further movement.

Where movement is to be made from one form of Block Signal System to another, a separate Form M for each Block Signal System is required.

Track car drivers must, when practicable, show Track Car Permit Form M to other occupants of the track car and they must read same.

- (7) On tracks governed by Manual Block Signal System Rules, **Rule 316** will not apply to the movement of track cars. Track car must not enter a block at a block station without permission of the operator in addition to the block signal indication, nor at any other location without first ascertaining the condition of the block. In the application of **Rule 317**, opposing movements of track cars within the limits of a block may be permitted under Permissive-block signal, by the operator when authorized by the train dispatcher, when the movements are restricted to separate portions of the block. A track car may follow a passenger train in the same block under Permissive-block signal by permission of the operator who shall notify the track car it is following a passenger train.

- (8) On tracks governed by Automatic Block Signal System Rules, **Rules 551 to 570** inclusive do not apply to track cars. In the application of **Rule 506** a following track car may be permitted by the operator to enter the track occupied by other track cars between adjacent block stations or interlockings when notified by the operator to look out for the other track cars occupying the track. Opposing movements of track cars on a track between adjacent block stations or interlockings may be permitted at Restricted speed, by the operator when authorized by the train dispatcher, when the movements are restricted to separate portions of the track.
- (9) **Rule 637** will apply to track cars operating within Interlocking Limits.
- (10) When detector cars are testing rail they will be governed by the same rules and instructions that apply to track cars. In manual block signal system territory, **Rule 316** will apply to following movements, except track cars may follow detector car in the block under Permissive-block signal when notified by the operator to look out for the detector car ahead.

PROTECTION FOR ON-TRACK MAINTENANCE EQUIPMENT

(11) FORMS OF TRAIN ORDERS

FORM W

PROVIDING FOR MAINTENANCE WORK OBSTRUCTING A TRACK

Hold all trains clear of———track between
A and B.

Track out of service but may be used with
authority of Foreman by work extras and
MW equipment not protecting.

In the application of second paragraph of **Rule 101** this form of train order must be used when track is obstructed for maintenance. When the order is effective at block or interlocking stations, trains approaching the block or interlocking stations are not required to receive a copy of the order.

The order will be addressed, by name, to the Foreman requesting use of the track, and to the operators controlling entrance to the track.

Before the order is completed the operator must apply approved blocking devices to all switch and signal levers leading to the affected route, advising the train dispatcher when it is done using the abbreviation BDA (blocking device applied) and reporting the time and switch or signal or signal levers by number. This information must be noted, in red ink, in the train dispatcher's train order book or train sheet and on the operator's block sheet. If thereafter it becomes necessary to remove the blocking device, the operator must secure permission from the train dispatcher indicating the switch or signal lever by number. The train dispatcher will record in the train order book or train sheet, and the operator on the block sheet, that the blocking device has been removed using the abbreviation BDR and the time removed in red ink.

After the movement is completed the block operator must immediately reapply the blocking device or devices and advise the train dispatcher that they are reapplied. The train dispatcher and operator must record the re-application in the same manner as required in the original application.

The panel blocking device may be used in lieu of blocking signal levers; however, when the panel blocking device is used it will be so indicated, in red ink, by using the abbreviation PBDA (applied) or PBDR (removed).

The train dispatcher or operator must not permit additional MW equipment or work extras to enter the out-of-service limits except with permission of the Foreman to whom the train order is addressed and then only after delivering a copy of the out-of-service order to such MW equipment or work extras. The employe in charge of such MW equipment or work extra must also receive verbal permission from the Foreman addressed in the order. Signal will not be displayed for movement to the portion of the track taken out of service. Clearance Card Form C will be issued authorizing the movement to pass signal in Stop position as though a Restricting signal were displayed.

The Foreman may admit additional equipment to the track between the limits of the Form W order by showing or reading to the employe operating such equipment, the Form W order.

The Foreman shall be responsible for ascertaining and notifying the operator that all MW equipment and work extras are clear of the track within the limits of the order, and imposing any necessary restrictions for the safe passage of trains because of track conditions.

(12) FORMS OF BLANKS

C.T. 264
2-1-67

THE PENNSYLVANIA RAILROAD TRACK CAR PERMIT FORM M

Foreman or Track Car Driver will place **X** in space to denote Block Signal System Rules governing movement.

☐ ABS—(*Automatic Block Signal System*)

☐ MBS—(*Manual Block Signal System*)

Issuing Station..... Time in Effect..... Date.....

T. C. No.....at..... Point of Entry.....

Foreman or T. C. Driver..... Name.....

* Authorized to use.....Track until..... A.M.
P.M.

From.....To.....Return to.....

Information including track cars, engines or trains in block:

.....
.....

Reported clear at..... A.M.
Location..... Time..... P.M.

Signature..... Operator..... Dispatcher's Initials.....

* NOTE—Time should be limited to not exceeding three hours. If a longer period of time is needed, the Train Dispatcher must be advised of the circumstances.

MOVEMENT OF TRAINS

1083-A1. (All Divisions). Rule S-83: Except on portions of the railroad where Rule 261 is in effect the information as to the arrival or departure of superior trains will be furnished on form C.T. 1246 or by message, by the operator at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except: (Harrisburg Div.). At York Block and Interlocking Station a proceed signal displayed for eastward movement of yard engines to single track will indicate that all trains due which are superior, have arrived or left.

Except: (Phila. Division). At Cooper (Pemberton Branch) and Pennsauken a proceed signal displayed for southward train will indicate that all trains due which are superior have arrived or left.

1083-B. (All Divisions). Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the operator at initial stations or junctions.

Train Ready Indicators (Phila. Division)

1084-A1. 30th St. Station, Phila., Upper Level. When occupied passenger trains enroute to Suburban Station are ready to leave, conductor will push button on post adjacent to track on which train is standing to notify Broad that train is ready to proceed. Receipt of signal by Broad will be indicated by light near push-button. Before conductor gives starting signal to engineman, he must know that indication of the fixed signal governing eastward movement of his train at east end of platform is less restricting than Stop, unless the head end of the train is east of signal involved when station stop is made.

1084-A2. 30th St. Station, Phila., Lower Level. Train Ready Indicators located overhead, applying to trains on each track, made up of two (2) lights—Green and Yellow, and push buttons at convenient locations marked conductor, Penn and cancel.

When train is ready to proceed insofar as each individual member of train crew and station force is concerned, they will be governed as follows:

When travel has descended from main concourse to platform at about fifteen (15) seconds before time of departure, when possible, the station attendant will press key in receptacle in stairhead in concourse, illuminating amber light on platform columns above button locations.

Upon receipt of station attendant's amber light and travel has boarded in his vicinity, flagman will press button marked flagman, illuminating yellow light on indicator. Conductor, or other member of his crew at his direction, will press button marked conductor, illuminating green light on indicator.

The conductor will observe indicator and when the green and yellow lights are illuminated and the amber light above the button locations is illuminated, will tap out to Penn and give proper communicating signal to proceed.

After train has departed, station attendants will press button marked cancel, which will extinguish all lights on indicators and columns.

1084-A3. North Phila. Station. On eastward platform, when passenger trains are ready to leave, conductor will push button on post adjacent to track on which train is standing. Receipt of signal by operator North Philadelphia will be indicated by light near push-button. If light is not received, conductor will call operator North Philadelphia on telephone.

After train has started, operator at North Philadelphia will extinguish light.

On westward platform, train ready indicators located overhead for each track consisting of one green light and one yellow light with push buttons at convenient locations marked conductor and cancel. Conductor (or other member of his crew at his direction) will press button marked conductor which will illuminate green light on indicator and light panel on operator's table in Block Station. Conductor will observe indicator and when both lights are showing, will give proper signal to start train. After train has departed, station attendant will press button marked cancel which will extinguish lights on indicator.

Train Ready Indicators—(Chesapeake Division)

1084-A4. Wilmington Station. Conductors of trains using the Middle Track at Wilmington Passenger Station will, prior to leaving time, or when ready to proceed, Tap Out, by displaying the red light in the Train Starting Tap Signal System, located at the head of the north stairway adjacent to the Middle Track. Light to be extinguished by the operator after train has departed.

1084-A5. Baltimore Station. Train-starting indicator, consisting of a yellow and green light suspended from shelter shed 20 feet south of Charles Street Bridge, governing departure of southward and westward trains on Station Tracks No. 2, No. 3, No. 4 and No. 5. Push buttons located at convenient points on shelter posts on island platforms, No. 1 and No. 2, marked "Start" and "Track Number."

Train crews, station forces, and operator B.&P. Junction block station must be governed as follows:

When passenger trains are ready to leave, conductor must push button on post adjacent to track on which train is standing, which will display yellow light on train-starting indicator and yellow light on indicator in B.&P. Junction block station.

Yellow light on indicator in B.&P. Junction block station will show track from which train is ready to leave. When ready to start train, operator will push button marked S, which will display green light on starting indicator.

Conductor must observe train-starting indicator, and when green light is displayed, give proper communicating signal to engineman to proceed unless otherwise instructed.

Lights to be extinguished by the operator after train has departed.

1087-A1. (Phila. Div.). Between Cooper and State Street on Pemberton Branch, trains or engines (except passenger trains), will be governed by signal indication and these signals will supersede timetable authority after receiving proper permission from the operator at Cooper.

Yard Limits (All Divisions)**1093-A1. Yard limits indicated by yard limit boards as follows:**

| Track | Between | And |
|--|---|---|
| Princeton Branch | Nassau Princeton | 2195 feet north of Princeton Jct. 5459 feet south of Princeton |
| Amboy Secondary Track | OB 7795 feet east of JG | 3775 feet west of OB JG |
| Hightstown Secondary | Conn. Amboy Secondary Track | 5300 feet west of Conn. Amboy Secondary Track |
| Belvidere-Delaware Branch | 13610 feet north of Phillipsburg 4785 feet north of Frenchtown 20300 feet north of Lambertville 13620 feet north of Warren St. | 1800 feet north of Carpenterville 9290 feet south of Frenchtown 8540 feet south of Lambertville MG |
| West Chester Branch | Media 2785 feet south of M.P. 26 | Darlington End of Block Sign West Chester |
| Schuylkill Secondary Track | 2500 feet east of M.P. 15 1000 feet east of M.P. 28 M.P. 36 5050 feet west of M.P. 55 | 4220 feet west of M.P. 18 890 feet west of M.P. 33 1300 feet west of M.P. 42 Orchard Block Limit Station |
| Bordentown Secondary | M.P. 16 Minson | M.P. 25 3693 feet east of M.P. 6 |
| Pemberton Br. | Cooper Block Station 846 feet north of M.P. 18 60 feet south of M.P. 23 | 2061 feet north of M.P. 3 1524 feet north of M.P. 20 End of Main Track at Pemberton |
| Cumberland Valley Branch Winchester Secondary Track | Lemo 600 feet north of M.P. 17 1600 feet north of M.P. 40 2500 feet south of M.P. 49 3000 feet north of M.P. 72 2110 feet south of M.P. 89 M.P. 101 M.P. 108 | M.P. 6 3500 feet south of M.P. 19 Home Signal Pennroad 3500 feet south of M.P. 54 2840 feet south of M.P. 75 M.P. 95 1784 feet south of M.P. 102 Winchester (end of track) |
| Frederick Secondary | 3093 feet north of M.P. 14 3000 feet north of M.P. 23 1500 feet north of M.P. 31 | 3305 feet south of M.P. 16 M.P. 24 1300 feet south of M.P. 33 |
| Northern Central Branch | 1729 feet east of M.P. 60 | 2439 feet east of M.P. 55 |
| Porter Branch | Northward Home Signal Bank | End of Block—Porter |
| Delmarva Branch | 2900 feet north of M.P. 6 Townsend—1130 feet north of M.P. 29 Dover—2000 feet north of M.P. 44 Harrington—M.P. 62 Hearn Remote Controlled Block Station | M.P. 15 2600 feet north of M.P. 38 2700 feet south of M.P. 51 1620 feet south of M.P. 66 Patton Remote Controlled Block Station |
| Oxford Secondary | Main Line Junction Clayton | 3452 feet south of Clayton |
| D.M. & V. Secondary | Main Line Junction Harrington | 228 feet south of M.P. 1 |
| Cambridge Secondary | Main Line Junction Seaford | 1300 feet south of M.P. 2 |
| Pope's Creek Secondary | Main Line Junction Bowie | 975 feet north of M.P. 1 |

1093-A2. (Harrisburg Division). Engines of the Western Maryland Ry., when using Frederick Secondary Track, within York yard limits, must not move north of Gas Company track, nor south of north end West York siding.

Permission for use of Frederick Secondary Track must be secured from operator at York block and interlocking station. After clearing the Pennsylvania R.R. tracks, report clear to operator at York block and interlocking station.

Engines of the Pennsylvania R.R., when using main track of Western Maryland Ry., within York yard must not move beyond Gas Co. track east, nor west of Market Street.

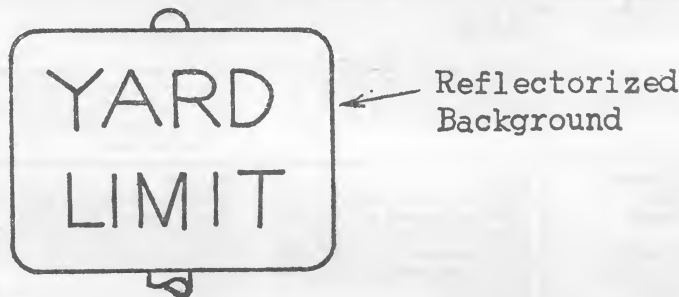
Crews will operate at restricted speed.

Permission for use of the Western Maryland Ry. tracks must be secured from Western Maryland Ry. operator at York, 6.30 A.M. to 12.00 Noon, and from 1.00 P.M. to 3.30 P.M., daily, except Sunday. On Sundays, and at all other times, permission must be secured from train dispatcher at Hagerstown. After clearing the Western Maryland Ry. track, report clear to operator or train dispatcher as indicated above.

1093-A3. (Phila. Div.). Except where otherwise provided, engines of regular trains may occupy main track within yard limits on the time of trains to be run by same engine, for the purpose of switching train or turning engine.

**Yard Limits—Application of Rule S-93—
State of New Jersey**

1093-A4. (New York and Phila. Divs.).



INDICATION—Proceed in accordance with Rule S-93.
NAME—Yard Limit Board.

Authority to proceed as an extra

1097-A1. (All Divisions). Referring to Note to Rules S-97 and D-97 when a train is to run as a Passenger Extra it will be notified by the operator except:

At New York or Newark by the Station Master or his representative.

At Suburban Station, 30th Street Station, Philadelphia, North Philadelphia Station or Harrisburg Station—by the Station Master or his representative.

At Penn Coach Yard—by the Yard Master or his representative.

At Wilmington, Baltimore and Washington Passenger Stations, station masters are authorized to verbally instruct conductor to operate train as a Passenger Extra. Conductor must instruct engineman.

At initial terminals by Station Master, Agent, or their Representative.

Non-Interlocked Railroad Crossings at Grade

1098-A1. (All Divisions). Movements of trains or engines on tracks of these divisions over non-interlocked railroad crossings at grade will be governed as follows:

| Location | Signals, Etc. Governing Movements Over Crossings | | Requirements | Note |
|---|--|------------------------|--|------|
| | Type | Indication or Position | | |
| Newark N. J.: Crossing with L.V.R.R. Interchange Track, Frelinghuysen Ave. | None | None | Before movement is made over L.V.R.R. interchange track derails must be operated to non-derailing position, and upon completion of each movement both derails must be returned to the derailing position and secured with padlocks provided on switch stand. | |
| Morrisville—M. B. Reading Co. Crossing with lead from No. 1 Track to Coal Storage Yard. | None | None | It must be known the crossing is clear before using. | |
| Morrisville—M. B. Reading Co. Crossing with lead from out-bound Fairless Spur Track to Warner Co. | None | None | It must be known the crossing is clear before using. | |
| MA—Reading Co. Crossing with lead from No. 1 Track to Strick Trailer Co. | None | None | It must be known the crossing is clear before using. | |
| Phillipsburg: Freight House tracks, Crossing with lead to L. & H. R. R. Bridge. | None | None | It must be known the crossing is clear before using. | |
| P. R. R.-B. & O. R. R.: Delaware Ave. and Vandalia St. | None | None | All Penna. R. R. movements must stop and provide flag protection against B.&O.R.R. movements. All switches are hand operated. | 3 |
| P. R. R.-Reading Co.: 60th St. Track | Semaphore | Proceed | Signals and derails must be operated by trainmen. | 1-2 |
| P. R. R.-Red Arrow R. R.: West Chester Pike at Llanerch, Pa. | Stop Sign | Stop | See Notes | 2-3 |
| P. R. R.-Reading Co.: East of Downs Cornog Track | Stop Sign | Stop | See Notes | 2-4 |
| P. R. R.-Reading Co.: Bradford Hills Quarry Track, 600 feet east of Main Track Switch | Stop Sign | Stop | See Note | 6 |
| P. R. R.-Reading Co.: Lebanon | Stop Signs | Stop | See Note | 5 |
| P. R. R.-Reading Co.: Cornwall | Stop Signs | Stop | See Note | 11 |
| Berlin | Stop Sign | Stop | Trains and engines on D.M.&V. Secondary track must approach stop sign prepared to stop and stop unless track is seen or known to be clear. | |
| Berlin | Stop Sign | Stop | Trains and engines on Ocean City track must stop clear of stop sign and secure permission before fouling and report clear upon completion of movement over D.M.&V. Secondary track, to operator at Harrington | |
| West Yard: Penna. R. R. yard track with Reading Co. track and B.&O. track. | Fixed Signal Low Home Type | Stop or Restricting | Penna. R.R. trains and engines must stop before fouling crossing and crew must be positive no conflicting moves are being made before changing route and signals. | 10 |

| Location | Signals, Etc. Governing Movements Over Crossings | | Requirements | Note |
|--|---|--|--|------|
| | Type | Indication or Position | | |
| Hasel Dell: New Castle Secondary track with Reading Co. track. | By Day: Gate Target By Night: Red Light | Stop | Must approach crossing prepared to stop and stop, unless crossing is seen, or known, to be clear and gate in proper position. | 7 |
| Mill Creek Jct. Penna. R.R. Yard track with Reading Co. track. | Stop Signs | Stop | All Trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection. | |
| Pigeon Point Crossing: New Castle Secondary track with Reading Co. track. | Semaphore | Clear | Will be operated by train or engine crews from ground level platform located adjacent to the crossing in accordance with instructions posted. | 8 |
| New Castle Battery track with New Castle Secondary track. | Stop Signs | Stop | All movements must be made under flag protection. | |
| Union Crossing: President Street Yard track and Bear Creek track and Canton R.R. | Stop Sign with Red Light | Stop | All trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and Penna. R.R. arrive at the crossing at approximately the same time, trains of the Penna. R.R. will have prior right to crossing. | |
| Madison Yard: W. M. Ry. with Penna. R.R. at Monument Street. | None | None | Stop clear of crossing and then proceed over grade crossing under flag protection. | |
| Canton, Canton R. R. with Penna. R. R. South of 16th Street. | Stop Signs with Red Lights | Stop | All trains using this crossing must stop clear of stop signs at clearance points and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and the Penna. R.R. arrive at the crossing at approximately the same time, trains of the Penna. R.R. will have prior right to crossing. | |
| Canton; Penna. R. R. with B. & O. R. R. and Canton R.R. | Stop boards with Red Lights on Canton R. R. Semaphore signals on B. & O. R. R. Penna. R. R. | Stop (Signals north and south of crossing) | Fixed signals protecting Penna. and B.&O.R.R. trains at this crossing will display aspects Rule 292, Figure C and Rule 281, Figure B; and will govern movements over the crossing only. The normal indications displayed on these signals will be clear for the movement of Penna. R.R. trains and stop against the movements of B. & O. R. R. trains. B. & O. R. R. and Canton R. R. crews will contact Yardmaster, Head of the Yard, Canton, for permission to use crossing, then manipulate levers as indicated on instructions posted at this location. When movement is completed, restore levers to normal and report movement clear to Yardmaster, Head of Yard, Canton. Northward Penna. R. R. trains approaching this point and finding the signals in stop position will stop clear of Boston Street grade crossing. | |
| Canton: Penna. R. R. crossing to Ore Pier and across Canton R.R. on Newgate Ave. | Stop Signs with Red Lights | Horizontal | It must be known that crossing is clear before using. | 9 |
| Hanover W. M. Ry. with Penna. R.R. 3450 feet south of Mile Post 31. | Stop Signs | Stop | Stop before crossing and then proceed under flag protection. | |

NOTES:

1. Normal position of signals and derails: Reading Co. signals at stop and derails open; P. R. R. signals at proceed and derails closed.
If from failure of apparatus signal cannot be changed from its most restrictive indication and no conflicting movement of either railroad is in sight, conductor or engineman will after protecting crossing, ascertain that derails are in proper position for movement, pass signal in stop position and report to Superintendent from first point of communication where the report can be made without serious delay.
2. Each railroad movement will approach this crossing at grade prepared to stop and before moving over this crossing a member of train crew equipped with a red flag by day and a red light by night must precede each movement.
3. Cars must not be left standing within confines of crossing.
4. PRR movements must stop at Stop sign governing their movement and provide flag protection against Reading Company movements before proceeding over crossing.
Reading Company movements will stop at Stop sign governing their movement (255 feet on either side of crossing) then proceed over crossing if crossing is clear.
In the event PRR and Reading Company movements arrive at Stop signs governing their particular movements at approximately the same time, the Reading Company will have prior right to the crossing.
5. Stop signs located 35 feet west of and 25 feet east of crossing at Lebanon governing PRR eastward and westward movements over crossing. PRR and Reading Company movements must stop at stop signs and will proceed over crossing only after it is known crossings are clear. In event PRR and Reading Company movements arrive at stop signs at Lebanon at approximately the same time, Reading Company movements will have prior right to the crossing.
6. Reading Company movements must stop at stop sign and if crossing is clear, proceed over crossing.
PRR movements must stop at stop sign and if crossing is clear proceed over crossing under flag protection.
Reading Company movements have preference over PRR movements that arrive at the crossing simultaneously.
7. Normally set for Penna. R. R. Trains.
8. Signals will normally be set for movements on Penna. R. R. tracks. Ground level platform with levers equipped with Penna. R.R. and Reading Co. switch locks. Levers must be kept locked, when not in use.
9. Normal position is for Penna. R.R. movements. When movement is to be made by Canton R.R., member of Canton R.R. crew must place signal in stop position if crossing is not occupied by a Penna. R.R. train, or a Penna. R.R. train is not approaching close. When movement of Canton R.R. train is completed, member of Canton R.R. crew must restore signal to normal position.
10. If from failure of apparatus signal cannot be changed from its most restrictive indication and no conflicting movement of either railroad is in sight, conductor or engineman will, after protecting crossing, pass signal in stop position and report to Superintendent from first point of communication where the report can be made without delay.
11. Stop signs located 200 feet west of and 370 feet east of crossing at Cornwall governing PRR eastward and westward movements over crossing.
PRR and Reading Company movements must stop at stop signs and will proceed over crossing only after it is known crossings are clear. In event PRR and Reading Company movements arrive at stop signs at Cornwall at approximately the same time, PRR movements will have prior right to the crossing.

1098-B2. (New York Div.). Martins Creek Yard—All trains and yard engines must move in vicinity of junction with L.&N.E.R.R. and Erie-Lackawanna prepared to stop unless track is seen or known to be clear.

Attention is called to Special Instruction of current timetable of L.&N.E.R.R. reading "Within yard limits the main track may be used, protecting against first-class and second-class trains. Third-class, extra trains and yard engines must move within yard limits prepared to stop unless the track is seen or known to be clear." Also Erie-Lackawanna General Instruction of current time table reading—"The movement in either direction of trains or engines between division post at end of Martins Creek Branch and the east end of the Delaware River bridge must be under protection of a member of the crew against opposing trains or engines."

Movable Bridge—Not Part of an Interlocking

1098-B3. (Phila. and Chesapeake Divisions). To authorize an engine with or without cars to pass a stop signal governing movements over Grays Ferry movable bridge, the following instructions will apply:

1. The bridge tender must personally examine or have knowledge from an authorized maintainer or M W representative that the movable bridge is in place, with rails lining up properly, locked and safe for the movement and that smash boards are secured in vertical position.
2. This information must then be given to the yard master or his representative who will, in writing, authorize the engine to proceed as though restricting signal were displayed.

At the following movable bridges:

Potomac River (0.94 mile south of Fourteenth Street Interlocking).

Bridge Four (Ward Block and Interlocking Station).

Canal (1.9 miles south of Kirkwood).

Laurel (0.2 mile north of Laurel).

Lewes. Located in Lewes Beach track, 3085 feet east of Lewes station. (Normal position is movable bridge open for water traffic.)

Darby Creek (0.95 mile south of Essington Freight Station)

In case of signal failure a train will be permitted to pass the stop signal after receiving a hand signal given under the direction of or by the bridge tender or trainman, stationed on the track on which the movement is to be made, after ascertaining that the movable bridge is in place with rails lining up properly and smash boards are in position for movement. A speed of four miles per hour must not be exceeded over the movable bridge with any part of train.

Train order must be issued when Ward is closed, after complying with above instructions.

Delanco Movable Bridge

1098-B4. (Phila. Div.). April 1 to November 30 inclusive: Bridge Watchman on duty 7.00 A.M. to 11.00 P.M., Daily except Sunday. 3.00 P.M. to 11.00 P.M. Sunday. Bridge will be locked up for train movements when watchman is not on duty except that bridge will be open for water traffic 7.00 A.M. to 3.00 P.M. Sunday.

December 1 to March 31 inclusive: Bridge Watchman off duty continuously. Bridge will be locked up for train movements. Signals will be displayed in proceed position.

In case of signal failure, operator at Jersey will, after conferring with the train dispatcher, issue Clearance Card Form C. In such cases a member of the crew must precede the train across the bridge.

1098-B5. (Chesapeake Division). Royal Oak. Located in McDaniel track, 6.4 miles west of Easton Junction. Normal position is movable bridge open for water traffic.

Calling Rear Trainman, Overbrook and Paoli

1099-A1. (Phila. Div.). At Overbrook, enginemen or conductor of eastward trains will call the rear trainman with push-button located in telephone box at eastward home signal bridge or on signal relay case 1300 feet eastward from Overbrook interlocking station, operating call bells approximately 800 feet apart between Merion and Narberth.

At Paoli, engineman or conductor of eastward trains will call the rear trainman with push-button located in telephone box at eastward home signal bridge, operating call bells approximately 800 feet apart, between Mile Posts 20 and 21.

Standard code will be used.

The engine whistle must not be used for calling rear trainman of eastward trains unless push-button is out of order.

Movement of Trains

Application of Rule 99—State of Pennsylvania

1099-A2. (All Divisions). On November 22, 1965, the Pennsylvania Public Utility Commission adopted in their Railroad Regulations Rule 16 requiring:

"That flag protection be provided against following trains occupy-

ing the same track, by a properly qualified flagman or trainman using standard flagging equipment, for trains moving on main or secondary tracks, under circumstances in which such trains may be overtaken by following trains and for trains stopped under circumstances in which they may be overtaken by following trains, in manual block signal, automatic block signal, centralized traffic control or locomotive cab signal territories, except within the limits of interlocking plants, at stations where passenger trains are making normal station stops, within the limits of a classification or storage yard and manual block territory protected by an absolute block.

NOTE: When trains are operating under automatic block signal system rules (locomotive cab signal or centralized traffic control signal rule), the requirements of flagging, insofar as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at restricted speed."

For the application of this instruction these Regulations further provide that Main track on which authorized speed of freight trains is 25 MPH or less shall be considered as yard track.

Except as modified by this instruction, all Rules and Special Instructions regarding flag protection remain in effect.

Movement of Trains

Application of Rule 99—State of New Jersey

1099-A3. (New York and Philadelphia Divs.). In accordance with New Jersey Board of Public Utility Commissioners Order of January 12, 1966; in the application of **Rule 152** and the Notes to **Rule 99**, in regard to flag protection, the following instructions are in effect in the State of New Jersey:

When trains are operating under Manual Block Signal System Rules the requirements of **Rule 99** for following movements will apply when **Rule 316** is in effect, and when operating under Automatic Block Signal System Rules the requirements of **Rule 99**, in so far as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at Restricted speed.

Movement of Trains

Application of Rule 99—State of Maryland

1099-A4. (Phila., Chesapeake and Hbg. Divs.). In accordance with Court Order and Directive of the Public Service Commission of Maryland, the following instructions are in effect in the State of Maryland:

"The two revisions to **Rule 99**, placed in effect October 18, 1964, shall not apply where the visibility for following movements on the same track is restricted by terrain or weather conditions."

In the event of these circumstances the Notes to **Rule 99** do not apply and the following Note, as in effect prior to October 18, 1964, governs:

NOTE—Where trains are operating under automatic block signal system rules, the requirements of **Rule 99**, in so far as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at restricted speed.

Referring to First Paragraph Rule 103

1103-A1. (Phila. Division). In the movement of MU equipment, the engineman must operate from the first practical operable car in the direction of movement, except when switching.

At Paoli, in the movement of MU equipment from yard to station via the Duck-under or Hill track, where the back-up hose is not used, the requirements of Instruction 30 of the 99-D-1 will have been complied with when the conductor is stationed in the vestibule of the leading car, in the direction of the movement and in view of a member of his crew who must be in a position within the car to operate the conductors valve if necessary.

1103-A1a. (All Divisions). In the application of second paragraph of **Rule 103**, all passenger equipment must be considered occupied in the following stations:

- Penna. Station—New York.
- Penna. Station—30th St. (Lower Level), Phila.
- Penna. Station—Baltimore.
- Penna. Station—Harrisburg.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. (All Divisions). At the following locations automatic highway crossing protection indicates the approach of a train:

New York Division

| Track | Crossing | Location | Notes |
|------------------|-----------------------------|------------------------------|-------|
| Siding | Wilburtha Rd. | WB | 2 |
| Siding | Upper Ferry Rd. | WB | 2 |
| Siding | N. J. Power & Light Co. | HD | — |
| Siding and Yard | Broad St. | Martin's Creek | 3 |
| Arsenal Running | U. S. Route 1 | Edison Township | 1-4 |
| Hunter-18th Ave. | Alpine St. & Clinton Ave. | Newark | 1-4 |
| Hunter-18th Ave. | Elizabeth Ave. & Peddie St. | Newark | 4-5 |
| Hunter-18th Ave. | Waverly Ave. | Newark | 3-4 |
| Hunter-18th Ave. | Bigelow St. | Newark | 3-4 |
| Hunter-18th Ave. | Avon Ave. | Newark | 3-4 |
| Hunter-18th Ave. | Frelinghuysen Ave. | Newark | 3-4 |
| Lead | So. Broad St. | Trenton | 3-4 |
| Connecting | So. Broad St. | Trenton | 3-4 |
| Industrial | So. Broad St. | Trenton | 1 |
| Industrial | Hamilton Ave. | Trenton | 1 |
| Industrial | Cass St. | Trenton | 1 |
| Industrial | Lalor St. | Trenton | 1 |
| Industrial | Mulberry St. | Trenton | 1 |
| Enterprise | New York Ave. | Trenton | 1 |
| M. M. & M. Co. | Beaver Dam Rd. | Grundy | 2 |
| Rocky Hill | U. S. Route 1 | Kingston | 1-4 |
| Running | | | |
| No. 1 Running | Deep Run Rd. | 3500 feet east of OB | — |
| No. 1 Running | Brown's Hill Rd. | East End | — |
| Storage | Trenton Rd. | Yardville | — |
| Yard | Private | 2080 feet south of Princeton | 1-6 |
| Millstone | N. J. Route 27 | 6300 ft. west of County | 1-2 |
| Running | | | |
| Center St. | Fourth Street | Harrison | 3 |
| Running | | | |
| I.B.M. | Culver Road | 2970 feet west of Dayton | 1 |

Wherever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

Note 1. Trains or engines must stop within limit marked by yellow stripe on side of rail, but clear of highway until the crossing protection is operating and the highway is clear.

Note 2. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.

Note 3. The highway crossing protection must be operated manually to protect train movement.

Note 4. A member of the train crew must station himself on the crossing to insure full protection until the movement is completed.

Note 5. Train must stop clear of crossing and movement must not be made until traffic light for Elizabeth Ave. indicates stop.

Note 6. In the event crossing protection fails to operate for movements on yard track, a member of the crew must protect the crossing in advance of each movement over the crossing.

Philadelphia Division

| Track | Crossing | Location | Notes |
|---|---------------------|---------------------------|-------|
| Industrial | Grant Ave. | West of Northeast Airport | 4 |
| All Yard and Industrial | Gravers Road | Plymouth Meeting | 3 |
| Newtown Square Warehouse | Garrett Road | Upper Darby | 2 |
| Storage | Gates Street | Manayunk | |
| Siding | Righter Street | Spring Mill | |
| Synthane Corp. | Synthane Corp. Road | Oaks | 2 |
| Storage | Synthane Corp. Road | Oaks | 2 |
| Lock Siding | Bridge Street | Spring City | 2 |
| Yard | Moser Road | Pottstown | |
| Hoppel Ind. and No. 1 and No. 2 Storage | Keim Street | Pottstown | 2 |
| Siding | Hanover Street | Pottstown | |
| Detroit Mobile Homes Co. | Keim Street | Pottstown | |
| Chester and Phila. Yard | State Highway | West of Monocacy | 1 |
| Linwood Yard | Route No. 724 | West of Monocacy | 1 |
| | State Street | Hamburg | 2 |
| | Route 61 | Schuylkill Haven | 4 |
| | Market St. | Eddystone | 5 |
| | Phila. Electric | Eddystone | 5 |
| | U.S. Route 13 | Marcus Hook | |

Philadelphia Division (Continued)

| Track | Crossing | Location | Notes |
|-----------------------|--------------------|---|-------|
| Industrial | Cove Road | Merchantville | |
| Industrial | Park Avenue | Merchantville | |
| Industrial | Pine Street | Mt. Holly | 4 |
| Industrial | Petty Island Br. | Petty Island | 9 |
| Industrial | Hylton Road | Arch St. Palmyra | 6 |
| Industrial | Thomas Ave. | Riverton | 6-7 |
| Industrial | Cedar Street | Riverton | 6-7 |
| Kaiser Gypsum Co. | Burlington Avenue | 2900 feet east of M.P. 13 | 4 |
| Industrial | Broad Street | Beverly | 6 |
| Industrial | Sluice Street | Burlington | 6-7 |
| Yard | Jones Street | East Burlington | 6 |
| Industrial | | | |
| Delivery | Stevens Road | East Burlington | 6 |
| Yard | | | |
| Industrial | U. S. 130 | Burlington | 8 |
| Industrial | Columbus Road | Florence | 6 |
| Kensington and Tacony | State Road | Tacony Street 140 feet west of Tacony Freight Station | 10 |
| | Wissinoming Street | 543 feet west of Tacony Freight Station | 10 |
| | Tacony Street | Tacony | 4 |

NOTES:

- (1) If lights are not flashing a member of crew must operate pushbutton located in box marked "PB" adjacent to crossing, hold it pushed, prior to and during movements and observe that crossing lights are operating properly. When movement is completed, the box must be closed and locked.
- (2) Trains and engines using this track must stop before crossing highway and assure themselves that the automatic crossing protection is working. If Automatic Highway Crossing Protection fails to function properly a member of the crew must provide proper protection to highway traffic.
- (3) Track circuits which operate automatic highway crossing protection extend a distance of seventy (70) feet on each side of the crossings. Trains and engines must stop on track circuit but clear of crossing and allow flashing light signals to operate a minimum of twenty (20) seconds before proceeding over the crossings. If automatic highway crossing protection is not operating a member of the crew must protect each movement over the crossing.
- (4) Trains and engines must stop clear of crossing and a member of the crew must operate automatic highway crossing protection from signal control boxes located on each one of the flashing light signal masts. He will insert switch key in the slot, turn key clockwise and hold pressure on key which will cause flashing light signals to operate until pressure is released on the switch key. Flashing light signals must be operated a minimum of 20 seconds before proceeding over or blocking the crossing and they may be operated from either control box. Flashing light signals must be operated continuously while any part of train or engine is obstructing crossing. In the event flashing light signals are not operating, a member of the crew must protect the crossing in advance of each movement over the crossing.
- (5) Operating circuits extend about 660 feet from crossing.
- (6) Trains and engines must stop on short track circuit in advance of crossing. Crew must know that crossing protection is operating.
- (7) Apparatus is provided for manual operation of highway crossing signals.
- (8) Highway crossing protection must be operated manually to protect train movements.
- (9) On track leading to Cities Service Company on Petty Island, train and engine movements must stop on track circuit marked with "CC" sign 115 feet east of westward movable bridge signal and after an interval of five minutes the westward movable bridge signal will clear. Westward movements must clear "CC" sign located 85 feet west of eastward movable bridge signal releasing crossing protection for highway traffic. When shifting movements are made east of "CC" sign, located 85 feet west of eastward movable bridge signal, push button located on instrument case must be operated after movement is west of "CC" sign. Train or engine movements Petty Island to Pavonia must stop between a point 85 feet west of eastward movable bridge signal and eastward movable bridge signal. After an interval of five minutes the eastward movable bridge signal will clear. Eastward movements must clear "CC" sign located 115 feet east of westward movable bridge signal, releasing crossing protection for highway traffic. Trains or engines must not exceed a speed of ten miles per hour between movable bridge signals, prepared to stop, looking for highway vehicles that may be on the bridge.
- (10) Trains and engines using these tracks must assure themselves before crossing highway that automatic crossing protection is working. If automatic highway crossing protection fails to function properly, a member of the crew must operate switch key controller, located on signal mast. He will insert switch key in slot and hold in the full clockwise position. Flashing light signals must operate continuously a minimum of 20 seconds before proceeding over the crossing.

Chesapeake Division

| Location | Crossing | Note |
|-------------------------------|---|------|
| Main Line: | | |
| Newark, Del. | S. Chapel St. | |
| 2175 feet south Mile Post 101 | Knecht Avenue | |
| 4000 feet south Mile Post 124 | Seabrook Road | |
| Sparrows Point Spur: | | |
| Baltimore | Bletzer & Fisher Roads | |
| Northern Central Branch: | | |
| Monkton | Manor Road | |
| Cockeysville | Cockeysville Road | 1 |
| Texas | Church Lane | |
| Lutherville | Seminary Ave. | |
| Porter Branch: | | |
| Porter | County Road 383 | |
| N.&D.C. Running Track : | | |
| Reybold | State Route 9 | |
| Delmarva Branch: | | |
| Glasgow | U. S. Route 40 | 3 |
| Middletown | Main Street | |
| Clayton | Jimtown Road | |
| Clayton Switching Track: | Main Street | 9 |
| | Smyrna Avenue | 9 |
| Dover | Division, Forest & North Streets | |
| Harrington | Center, Liberty & Clark Streets | |
| Seaford | County Road 543 | 3 |
| South of Seaford | River Road | |
| Laurel | Sixth, Eighth & Tenth Streets | 3 |
| | Seventh Street | 4 |
| | Market St. | 5 |
| Delmar | State & Chestnut Streets, State Road | |
| Salisbury | Bateman & Naylor Sts., College Ave., Kendall St. | |
| Princess Anne | Academy, Antioch & Hampden Sts. | |
| Oxford Secondary Track: | | |
| Queen Anne | State Route 309 | 8 |
| Denton Running Track: | | |
| Willoughby | Route 404 | |
| Hillsboro | Route 404 | |
| Oxford Secondary Track: | | |
| Clayton | Main Street | 9 |
| | Smyrna Avenue | 9 |
| D M & V Secondary Track: | | |
| Harrington | U. S. Route 13 | 6 |
| Milford | Lake Ave. | |
| Dagsboro | Main Street | 7 |
| Frankford | Main Street | 7 |
| Cambridge Secondary Track: | | |
| Seaford | DuPont | 7 |
| Pocomoke Secondary Track: | | |
| Pocomoke | Clark & Second Sts. | |
| Parksley | Adelaide & Bennett Streets | |
| Exmore | Route 183 | |
| Capes Track: | | |
| End of Block | State Route 636 | |
| Cheriton | State Route 639 | 3 |
| Bayview | State Route 186 | 3 |
| South of Bayview | U. S. Route 13 | 3 |
| North of Cape Charles | Fertilizer Road | 3 |

Limits of operating circuits extend 70 feet each side of crossing, except where otherwise noted. Operating circuits must be occupied to actuate the automatic highway crossing protection. Before trains or engines move over the crossing, crew must know that automatic protection is operating.

- (1) Operating circuits extend about 800 feet east and about 60 feet west from crossing.
- (2) Operating circuits extend about 660 feet from crossing.
- (4) Operating circuits extend about 1000 feet north and about 1150 feet south from crossing.
- (5) Operating circuits extend about 709 feet south from crossing.
- (6) Operating circuits extend about 1300 feet south of crossing.
- (7) Push buttons provide manual operation of automatic protection when necessary.
- (8) Operating circuits extend about 335 feet west and about 660 feet east of crossing.
- (9) Operating circuits extend about 130 feet south and north from crossing.

Harrisburg Division

| Track | Crossing | Location | Notes |
|---------------------|--|-------------|-------|
| Industrial | Main St. | New Freedom | 1 |
| Industrial | High & Franklin Streets | New Freedom | |
| Industrial | Valley, Water & Main Sts. | Glen Rock | |
| Industrial | W. Philadelphia St., W. Princess St., Kings Mill Rd., Grantley Rd., W. King St., W. Market St. | York | |
| Grantley Industrial | North Queen St. | | 2 |
| M.&P. Interchange | North Queen St. | | |
| Grantley Industrial | North George St. | | 4 |
| Shed | North George St. | | |
| Grantley Industrial | North St. | | 6 |
| Shed | North St. | | |

Harrisburg Division (Continued)

| Track | Crossing | Location | Notes |
|--|--|---|-------|
| Grantley Industrial Shed Siding Station Cumberland Valley Branch: | North Beaver St. North Beaver St. Maple Street York Haven Rd. | Mt. Wolf York Haven | 7 |
| Industrial Yard { | St. John's Church Road | First road crossing north of Mile Post 5 | 3 |
| | Railroad Ave. | First road crossing south of Mile Post 5 | 3 |
| Camp Running Dillsburg Secondary | All Streets | Mechanicsburg | |
| Industrial Greencastle Old Line | U. S. Route 15 Fayette St. U. S. Route 11 | Dillsburg Shippensburg South of Greencastle | 5 |
| Industrial Industrial | John Street Route 672 Wellstown Rd. | Martinsburg Clearbrook M. P. 113 north of Winchester | |

NOTES:

- (1) Crew must know that automatic protection has operated for 15 seconds before movement is made over crossing.
- (2) Operating circuit extends 570 feet east and 1130 feet west of crossing.
- (3) Track circuits which operate automatic highway crossing protection extend a distance of seventy (70) feet on each side of the crossings. Trains and engines must stop on track circuit but clear of crossing and allow flashing light signals to operate a minimum of twenty (20) seconds before proceeding over the crossings. If automatic highway crossing protection is not operating a member of the crew must protect each movement over the crossing.
- (4) Operating circuit extends 660 feet east and 570 feet west of crossing.
- (5) Track circuits which operate Automatic Highway Crossing Protection extend a distance of 100 feet on each side of the crossing. Trains and engines must stop on track circuit but clear of the crossing and allow flashing light signals to operate a minimum of 25 seconds before proceeding over the crossing.
In the event Flashing Light Signals are not operating, push buttons mounted on flashing light signal masts must be used to start and stop flashing light signals. If flashing light signals are not operating and push buttons fail to operate flashing light signals, a member of the crew must protect the crossing in advance of each movement over the crossing.
- (6) Operating circuit extends 460 feet east and 525 feet west of crossing.
- (7) Operating circuit extends 350 feet east and 645 feet west of crossing.

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A4. (Phila., Chesapeake & Harrisburg Divs.). At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Philadelphia Division

| Track | Crossing | Location | Notes |
|--|---|---|-------|
| Schuylkill Secondary | Schuylkill Road, Route 183 | West of Monocacy | 1 |
| | Walnut Street | Hamburg | 2 |
| | Pine Street | | |
| | Washington Street | Pottsville | 1 |
| Octoraro Secondary Track: Southward | State Road U. S. Route 13 | Avondale Linwood Yard Marcus Hook | |
| Bordentown Secondary Secondary & Industrial | Columbus Rd. | Florence | |
| Secondary, Industrial, Yard & Delivery | Jones St. Sluice Rd. Cooper St. | E. Burlington Burlington Beverly | 3 |
| Secondary & Industrial | Broad St. Pavilion Ave. | Riverside | |
| Secondary & Industrial | Fairview Ave. Chester Ave. | Riverton | |
| Secondary & Industrial | Main St. Thomas Ave. | Palmyra | |
| Secondary & Industrial | Morgan Ave. Cinnaminson Ave. | | |
| Pemberton Br.: | Hylton Rd. | | |
| Main | Cove Rd. Park Ave. Center St. Morris St. | Merchantville | 4 |

NOTES:

(1) Before switching movements are made to or from yard tracks, push-button must be operated to insure full protection to highway traffic.

(2) Hand-operated switch in circuit controller boxes.

(3) Manually controlled electric push buttons to cut out and cut in flashing light signals in service as follows: One in cabinet on east end of instrument case south side of track for eastward trains when train is standing west of crossing and clear of insulated joints 70 feet west of crossing and one in cabinet on a post on north side of track for westward trains when train is standing east of crossing and clear of insulated joints 70 feet east of crossing.

Cabinets must be locked when not open for immediate use.

(4) Manually controlled electric push buttons to cut out and cut in flashing light signals in service as follows: At Cove Road in cabinet on north end of instrument case when cars are standing between Park Avenue and Cove Road clear of insulated joint south side of Park Avenue and north side of Cove Road the flashing light signals may be cancelled by pushing button marked "CUT OUT". To start flashing light signals after being cancelled, push button marked "CUT IN".

Cars left standing between Park Avenue and Cove Road while train is shifting south of that point when returning to cars north of Cove Road crew must know that automatic highway crossing protection is operating properly before making movement over Cove Road. If automatic protection is not operating properly before making movement over crossing a member of the crew must be stationed on the crossing to give warning to persons using the highway.

At Center Street in cabinet on south end of instrument case when cars are standing between Morris Street and Center Street and clear of insulated joints south side of Morris Street and north side of Center Street the flashing light signals at Center Street may be cancelled by pushing button marked "CUT OUT". To start flashing light signals after being cancelled, push button marked "CUT IN".

Trains leaving cars standing between Morris Street and Center Street and then proceeding south of Cove Road with balance of train to deliver and shift cars, must know when returning to cars north of Center Street that flashing light signals are operating properly at Cove Road, Park Avenue and Center Street before crossing. If automatic highway crossing protection is not operating properly a member of the crew must be stationed on the crossing to give warning to persons using the highway. Cabinets must be locked when not open for immediate use.

Chesapeake Division

| Location | Crossing | Track | Note |
|-------------------------|---|-------------------------|------|
| Main Line: Perryman | Michaelville & Bush River Neck Roads | No. 4 | |
| Delmarva Branch: | | | |
| Salisbury | Kendall Street | Main | |
| Delmar | State Street | Main | |
| D.M.&V. Secondary | | | |
| Track: | | | |
| Milford | Lake Avenue | D.M.&V. Secondary | |
| Dagsboro | Main Street | D.M.&V. Secondary | |
| Frankford | Main & Carey Streets | D.M.&V. Secondary | |
| New Castle Secondary | | | |
| Track: | | | |
| New Castle | South Street | New Castle Secondary | |

Harrisburg Division

| Track | Crossing | Location | Notes |
|--|----------------|---|-------|
| Columbia Branch No. 2 and Ind. | Manor Street | Mountville | 1 |
| Penna. Power & Light (Brunner Is- land Station) | State Highway | York Haven Line 2900 feet west M. P. 67 | 3 |
| Industrial | York Haven Rd. | York Haven | 2 |
| Greencastle | U. S. Route 11 | South of Greencastle | 1 |
| Old Line | | | |
| Industrial | John Street | Martinsburg | 2 |
| Industrial | Wellstown Rd. | M. P. 113 north of Winchester | 2 |

NOTES:

(1) Before switching movements are made to or from yard tracks, push-button must be operated to insure full protection to highway traffic.

(2) Trains must stop before fouling grade crossing and operate push-button inside small box designated PB, located on side of instrument case. Push-button will operate flashing light signals and must be pressed until small light at push-button is illuminated, or until entire train has passed over the crossing.

(3) Engines and cars must stop before fouling grade crossing, crew member must operate push-button marked start on either side of crossing and wait 15 seconds before fouling crossing. When movement is completely clear of crossing crew member must operate push-button marked stop.

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A5. (All Divisions). At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

New York Division

| Track | Crossing | Location |
|---------------------------|-------------------------|--------------|
| Bordertown Secondary | Hamilton Ave. | Trenton |
| Bordertown Secondary | So. Broad St. | Trenton |
| Bordertown Secondary | Lalor St. | Trenton |
| Belvidere Delaware Branch | Coryell St. | Lambertville |
| Belvidere Delaware Branch | Bridge St. | Lambertville |
| Belvidere Delaware Branch | Upper Ferry Rd. | WB |
| Belvidere Delaware Branch | Main St. | Milford |
| Belvidere Delaware Branch | N. J. Power & Light Co. | HD |
| Jamesburg Branch | New Brunswick Turnpike | Dayton |
| Jamesburg Branch | Friendship Rd. | Dayton |
| Amboy Secondary | John St. | Helmetta |

Philadelphia Division

| Track | Crossing | Location | Notes |
|----------------------|------------------------|---------------------|---------|
| West Chester Branch: | | | |
| No. 1 and No. 2 | Union Avenue | Lansdowne | 1-3 |
| No. 1 and No. 2 | Wycombe Avenue | | 3 |
| No. 1 and No. 2 | Oak Lane | Primos | 3 |
| No. 1 | Swarthmore Avenue | Swarthmore | 2-3 |
| (Northward) | | | |
| No. 1 and No. 2 | Turner Road | Wallingford | |
| Octoraro | | | |
| Secondary: | Route 41 and State St. | Avondale | 12 |
| Schuylkill | | | |
| Secondary: | | | |
| | { Cherry Street | Conshohocken | 3-6-7-8 |
| | { Harry Street | | |
| | { Hanover Street | Pottstown | |
| | { Walnut Street | | |
| | { Pine Street | Hamburg | |
| | { Washington Street | | |
| | { State Street | | |
| | { Norwegian Street | Pottsville | |
| | { Arch Street | | |
| Trenton Branch: | | | |
| No. 1 | Henderson Road | TB-22 | |
| No. 2 | Henderson Road | TB-22 | |
| No. 1 | Gravers Road | Plymouth Meeting | 3 |
| Bordertown | | | |
| Secondary: | | | |
| | Chester Avenue | Riverside | 4 |
| | Pavilion Avenue | Riverside | 9 |
| | Keim Street | Burlington | |
| Pemberton Br.: | | | |
| Main | Chester Avenue | North of Moorestown | 10 |
| Main | Chestnut Street | South of Moorestown | 11 |
| Main | Madison Avenue | Mt. Holly | 13 |

NOTES:

- (1) To avoid unnecessary operation of automatic highway crossing protection signals at Union Ave., Lansdowne, by movements of southward trains from No. 2 track to the Newtown Square track, such trains must stop and not pass fixed signal B55, located 355 feet south of Fernwood passenger station, until switch is lined for movement to Newtown Square track.
- (2) Automatic highway crossing gates and flashing lights will operate when a train or engine is approximately 100 feet north of north end of Swarthmore Station platform, but will cease to operate 1 minute and 50 seconds after train stops between latter point and "CC" sign. If such movement stops, it must be assured that proper protection is provided before movement is continued over crossing.
Northward passenger trains on No. 1 track must platform first MU car or engine.
- (3) Attention is directed to 9th paragraph **Rule 4103-B.**
- (4) RIVERSIDE, Eastward trains delayed or working between Main Street 1,008 feet west of Mile Post 11 and Chester Avenue 905 feet east of Mile Post 11 for a period of two minutes and ten seconds or longer must approach Chester Avenue prepared to stop unless full protection is afforded.
- (6) Attention is directed to 14th paragraph, **Rule 4103-B.**
- (7) Automatic highway crossing gates and flashing lights will cease to operate 1 minute and 15 seconds after train stops west of "CC" Sign on secondary track and east of "CC" Sign on secondary track. When such movement stops it must be assured that proper protection is provided before movement is continued over crossing.

- (8) To avoid unnecessary operation of automatic highway crossing protection trains required to perform shifting movements between secondary track and Reading Company interchange tracks will when necessary leave part of train west of "CC" Sign.
Trains required to perform shifting movements between secondary track and east end Cherry Street storage will when necessary leave part of train east of "CC" Sign.
- (9) Riverside, Pavilion Avenue (first highway crossing east of station).
Eastward trains stopped longer than 30 seconds on Main track more than 40 feet west of Pavilion Avenue will automatically release track circuit to automatic highway protection permitting crossing gates and flashing lights to clear for highway traffic. The gates and flashing lights will again operate for the protection of highway traffic when the rail movement passes a point 40 feet west of this crossing. Rail movements so operated must not foul Pavilion Avenue until full protection is afforded highway traffic.
- (10) MOORESTOWN, at Chester Avenue, 114 feet north of Moorestown, crossing is protected by flashing light highway crossing signals, operating automatically for northward and southward through movements. To operate crossing signals for a northward movement after a southward movement has been made, it will be necessary for a member of the crew to operate push button located on relay case, south side of Chester Avenue, 30 seconds before departure of train.
- (11) Southward trains consuming more than two minutes between Chester Avenue and Chestnut Street, 856 feet south of Moorestown, must approach Chestnut Street prepared to stop unless flashing light signals are operating properly. If flashing light highway crossing signals are not operating properly, a member of the crew must protect crossing in advance of each movement over the crossing.
- (12) Cars must not be left standing between crossing and insulated joints 800 feet south of crossing.
- (13) Automatic flashing light signals will operate when a train or engine is approximately 1600 feet north of Madison Avenue crossing, but will cease to operate 1 minute and 30 seconds after train stops between latter point and "CC" sign, located 470 feet north of Madison Avenue crossing. If movement stops between these points it must be assured that proper protection is provided before movement is continued over the crossing.

Chesapeake Division

| Location | Crossing | Track | Notes |
|---|--|--------------------|---------|
| Main Line: | | | |
| Davis | S. Chapel Street | No. 2 & No. 3 | 1 |
| Iron Hill | Iron Hill Road | No. 2 | 1 |
| Perryman | Michaelville & Bush River Neck Roads | No. 4 | 2 |
| Chase | Ebenezer Road | No. 1 | 25 |
| River | Patapsco Avenue | No. 1 & No. 3 | 3 |
| 2175 feet south M.P. 101 | Knecht Avenue | No. 4 | 24 |
| Northern Central Br.: | | | |
| Woodberry | Union Avenue | Main | 4 |
| Lutherville | Seminary Avenue | Main | 5 |
| Timonium | Timonium Road | Main | 6 |
| Texas | Church Lane | Main | 7 |
| Cookeysville | Beaver Dam Road | Main & Siding | 8 |
| White Hall | Parkers & McCulloughs Roads | Main | 9 |
| Porter Branch: | | | |
| Porter | County Road No. 383 | Main | 11 |
| Delmarva Br. | | | |
| Middletown | Main St. | Main | 12 |
| Townsend | Main St. | Main | 10 |
| Clayton | Jimtown | Main & Switching | 13 |
| Dover | Division, Forest & North Streets | Main & Switching | 14 |
| Felton | Main St. | Main | 10 |
| Harrington | Center, Liberty & Clark Streets | Main & Siding | 15 |
| Greenwood | Market Street | Main | 16 |
| Bridgeville | Market Street | Main | 17 |
| Seaford | River Road | Main | 12 |
| Laurel | Market, Sixth, Eighth & Tenth Streets | Main & Switching | 18 |
| Delmar | Chestnut Street | Main | 19 |
| Fruitland | Main Street | Main | 10 & 12 |
| Pocomoke | | | |
| Secondary: | | | |
| Parksley | Bennett & Adelaide Sts. | Poo. Sec. & Siding | 20 |
| Capes Track: | | | |
| North of Cape Charles | Route 13 | Capes Track | 21 |
| D.M.&V. Secondary Track: | | | |
| Milford | Walnut Street | D.M.&V. Secondary | 22 |
| Cambridge Secondary: | | | |
| Federalsburg | State Route 313 | Cambridge Sec. | 23 |
| Popes Creek Secondary: | | | |
| Hall | State Route 214 | Popes Creek Sec. | 16 |

NOTE 1—Southward trains on No. 2 and No. 3 tracks receiving stop signal at Davis and Northward trains receiving stop signal at Iron Hill must stop 85 feet from the crossing.

NOTE 2—Automatic crossing protection is interrupted when switch leading to Lock Joint Pipe Co. track is reversed. Cars must not be left standing between Bush River Neck Road and signal 695.

NOTE 3—Cars must not be left standing on No. 1 track between crossing and insulated joints 950 feet south thereof, or on No. 3 track between crossing and insulated joints 660 feet north thereof.

NOTE 4—Automatic crossing protection is interrupted when switch leading to Public Delivery Track is reversed.

NOTE 5—Cars must not be left standing between crossing and insulated joints 600 feet west thereof.

NOTE 6—Cars must not be left standing between crossing and insulated joints 700 feet east thereof unless switch leading to Timonium Yard, switch leading to Massey Ferguson Company track, or switch leading to Phillips Petroleum Company track is reversed.

NOTE 7—Cars must not be left standing between crossing and switch leading to Texas Industrial track 2275 feet west thereof.

NOTE 8—Cars must not be left standing between crossing and insulated joints 800 feet east thereof.

NOTE 9—Cars must not be left standing between crossing and insulated joints 300 feet east thereof.

NOTE 10—Cars must not be left standing between crossing and insulated joints 800 feet south thereof.

NOTE 11—Cars must not be left standing between crossing and insulated joints 600 feet north thereof, crossing and insulated joints 735 feet south thereof, insulated joints 2030 feet south of crossing and switch leading to Newark and Delaware City running track unless switch is reversed.

NOTE 12—Cars must not be left standing between crossing and insulated joints 300 feet north thereof.

NOTE 13—Northward trains on main track with more than 33 cars, performing work, must detach engine before passing CC sign 600 feet south of crossing. Southward block signal will not display proceed indication for trains performing work until engine whistle is sounded.

NOTE 14—Trains with more than 13 cars performing work must stop before passing CC signs 1350 feet south of and 2100 feet north of passenger station. Gates will be lowered at Forrest and Division Sts. until movement is made over switch leading to station tracks if cars are left on main track between Division and Forrest Sts.

NOTE 15—Northward trains with more than 11 cars performing work must stop south of home signals. Northward home signals at Liberty St. and Southward home signals at Clark St. on main track will display stop indication for train making station stop, until engine bell is sounded. Southbound trains on main track with more than 12 cars performing work must stop north of Flemings track.

NOTE 16—Cars must not be left standing between crossing and insulated joints 400 feet south thereof.

NOTE 17—Cars must not be left standing between crossing and insulated joints 800 feet from the crossing. Northward movement from freight station track will approach crossing prepared to stop and not move over crossing until automatic protection is operating.

NOTE 18—Cars must not be left standing on main track between Sixth St. and Tenth St. Cars must not be left standing on switching track between Sixth St. and insulated joints 660 feet south of Tenth St. Movements on switching track consuming more than 45 seconds between Tenth and Eighth Sts. will cause gates to raise. Movements must then occupy short track circuit south of Eighth St. before gates will lower. Movements on switching track consuming more than 45 seconds between Market and Sixth Sts. will cause gates to raise. Movements must then occupy track circuits extending 70 feet from the crossing before gates will lower.

NOTE 19—Northward trains stopping to change crews at Delmar will stop south of Signal 03.

NOTE 20—Cars must not be left standing on secondary track or siding between Adelaide St. and CC sign 600 feet north thereof.

NOTE 21—Northward trains having stopped on track circuit extending 660 feet south from crossing must approach crossing prepared to stop and occupy track circuit 70 feet south of crossing to operate automatic protection.

NOTE 22—Cars must not be left standing between crossing and insulated joints 300 feet from the crossing.

NOTE 23—Cars must not be left standing between crossing and switch leading to Zaffere Bakery track. Southward movements leaving cars north of this switch must upon returning to pickup cars clear switch and not exceed a speed of 10 M.P.H. Southward to crossing. Cars must not be left standing between crossing and insulated joints 1030 feet south thereof.

NOTE 24—Cars must not be left standing between crossing and "CC" sign located 800 feet north of Knecht Avenue crossing.

NOTE 25—Cars must not be left standing between crossing and "CC" sign located 800 feet south of Ebenezer Road crossing.

Harrisburg Division

| Track | Crossing | Location | Notes |
|----------------------------|---|---------------|-------|
| Main | Franklin | New Freedom | 1 |
| Main | High & Main Streets | | 2 |
| Main | Valley, Main & Water Streets | Glen Rock | 6 |
| Main & Grantley Industrial | Grantley & Kings Mill Rds., W. Princess, W. King, W. Phila. & W. Market Streets | York | 7 |
| Main | North George Street | | 8 |
| Grantley Industrial | North George Street | | 8 |
| Main | North Street | | |
| Grantley Industrial | North Street | | |
| Main | North Beaver Street | | 9 |
| Grantley Industrial | North Beaver Street | | |
| Frederick | North Newberry Street | York | 10-11 |
| Secondary | Roosevelt Avenue | | 10-11 |
| | North Hartley Street | | 10-11 |
| | Manchester Street | | 10-11 |
| | North West Street | | 10-11 |
| | North Belvidere Avenue | | 10-11 |
| | Carlisle Avenue | | 10-11 |
| | North Richland Avenue | | 10-11 |
| Frederick | W. Market Street | West York | |
| Secondary and Siding | | | |
| Columbia Branch: | | | |
| No. 1 | East Petersburg Rd. | Rohrerstown | 3-4 |
| Cumberland Valley Branch: | | | |
| | Walnut Street | | |
| | Arch Street | | |
| | Market Street | | |
| Main | Frederick Street | Mechanicsburg | 3 |
| | High Street | | |
| | York Street | | |
| | Washington Street | | |
| Main | At Passenger Station | Carlisle | 5 |

NOTES:

- (1) Cars must not be left standing between crossing and insulated joints 600 feet west of crossing.
- (2) Cars must not be left standing between High St. and insulated joints 600 feet west thereof unless switch leading to R. C. Shuchart Co. track is reversed.
- (3) Attention is directed to 9th paragraph, Rule 4103-B.
- (4) Flashing light signals are equipped with cut-out circuit in No. 1 track, extending 500 feet west of Petersburg Road crossing which will permit flashing light signals to discontinue operating after front portion of train on this track has passed over crossing to perform shifting movements. When shifting movements are completed, trainmen must protect crossing and know highway traffic is under control before movement is made over crossing.
- (5) Trains, after having being stopped, must approach street crossings in vicinity of station prepared to stop, and not move over these crossings at grade until after highway crossing signals resume operation.
- (6) Cars must not be left standing between Valley St. and insulated joints 70 feet east thereof.
- (7) Cars must not be left standing on main track between Grantley Rd. and Signal N558, Signal N559 and insulated joints 1165 feet west of Kings Mill Rd., W. Princess St. and insulated joints 725 feet west thereof (unless switch leading to York Caramel Co. or York Benevolent Assn. track is reversed), W. Princess St. and W. King St., W. Philadelphia St. and insulated joints 235 feet east thereof.
- (8) Eastward trains making station stop should, when practical, stop engine before reaching insulated joints located 70 feet west of North George Street.
- (9) Cars must not be left standing between crossing and insulated joints 350 feet east of crossing unless switch leading to Keystone Color Works is reversed.
- (10) Crossing protection is interrupted automatically when track circuit between the insulated joints, located 70 feet north and south of crossing have once been occupied and then cleared.
- (11) A white light, located on instrument case adjacent to crossing, flashes as an indication to approaching trains or engines that the automatic crossing protection is operating. All trains and engines must approach crossings prepared to stop, before passing over crossing, unless flashing white light is operating. All rules and other existing special instructions remain in effect.

Protection for Public Highway Crossings at Grade

1103-B2. (New York Div.). Public highway crossing at grade 3300 feet west of Waldo, Newark Avenue, Jersey City (Marion Interchange). Trains and engines must stop before passing over highway crossing unless it is known crossing gates are lowered, or when gates are out of order, proceed on hand signal from crossing watchman.

1103-C1. (All Divisions). Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

New York Division

| Track | Crossing | Location | Notes |
|--|--|-------------------|-------|
| Track leading to Washington St. Yard | Washington Street | Jersey City | |
| Track to Public Service Electric & Gas Company's plant | Fourth Street | Harrison | 1 |
| Center Street Running Track | First St., Second St. and First and Essex Streets | Harrison | |
| Hunter—18th Ave. | All street crossings not protected by crossing watchman | Newark | |
| Industrial Spur Track | Lower Road to Rahway | Linden | |
| Fertl-Soil Co. Track | New Brunswick Ave. | Rahway | |
| Industrial Siding | Greene St., Pollion St., Main St., Factory Lane (Berry's Crossing) | Woodbridge | |
| Hampton Cutter Arsenal | Amboy Avenue | Genasco | |
| Millstone | Vineyard Road | Edison Township | |
| Millstone | Jersey Ave., 1840 feet west of County | New Brunswick | |
| Millstone | N. J. Route No. 27 | Mile Post 1 | |
| Millstone | Millstone-New Brunswick Turnpike | Middlebush | |
| Rocky Hill | Millstone-New Brunswick Turnpike | East Millstone | |
| Conrad Sebolt W. & J. Sloane Co. | Ridge Road and New Road | Monmouth Junction | |
| Fair Ground General Electric Co. | Franklin-Georgetown Pike | Rocky Hill | |
| Ward Ave. | Bear Swamp Road | East of Millham | |
| Ward Ave. | East State Street | East of Millham | |
| Enterprise Track | East State Street Extension | Millham | |
| Enterprise Track | U. S. Plywood Co. White Rd and Hutchinson Mills Rd. | Lawrence Township | |
| Enterprise Track | Connecting Road between Route 26 Extension and New York Ave. | Trenton | |
| Old Line Tracks | Pennsylvania Ave. and Washington Street | Morrisville | 2 |
| Naught Track | Philadelphia and Bristol Turnpike | Tullytown | 2 |
| Warner Co. Paterson Parchment Paper Co. | North Radcliffe St. | Edgely | 2 |
| Old Line Tracks | All Street Crossings | Bristol | 2 |
| Penn-Salt | State Road | Cornwall Heights | 2 |
| Chemical Co. Edgcomb Steel Company | State Road | Andalusia | 2 |
| Filtration | State Road | Torresdale | 3 |
| Lambertville-Flemington Quarry | Public Road Crossing | Lambertville | |
| Lambertville-Flemington | River Road | Moore | |
| Wye | N. J. Route No. 12 | Flemington | |
| Industrial Tracks | Sherman Street | Jamesburg | |
| Robbinsville | New Brunswick Turnpike | Dayton | |
| Secondary | Friendship Road | Windsor | |
| Wye | Edinburg Road | | |
| Farmer's Cooperative Assn., Track | Park Street | Bordertown | |
| Freehold | Southard Avenue | Farmingdale | |
| Secondary | Gatzmer Ave., Church St. | Jamesburg | |
| Freehold | Bowne Ave., Monmouth Ave., Broad St., Hudson St. | Freehold | |
| Secondary | | | |

NOTE 1—Track can only be used between the hours 3.00 A.M. and 6.00 A.M.

NOTE 2—The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn traveling public of the approach of an engine, car or train.

NOTE 3—A member of the crew must push button on flashing light mast at crossing to operate crossing protection.

Philadelphia Division

NOTE—The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn traveling public of the approach of an engine, car or train.

| Track | Crossing | Location | Notes |
|------------------------------|---|-------------------|-------|
| Commerce St. | All public crossings | Philadelphia | 9 |
| Westmoreland St. | All public crossings | | |
| K & T | All public crossings (Aramingo Ave., at Tioga St.) | | |
| Frankford Street | Aramingo Ave., between Castor Ave., and Butler St.; | | |
| | At Roxborough St. | | |
| | At Church St. | | |
| | At Orthodox St. | | |
| | Margaret St. | | |
| | Bermuda St. | | |
| | Butler St. | | |
| Frankford Arsenal | Wheatsheaf Lane | Philadelphia | 1 |
| Tacony | State Road | | |
| | All public crossings (State Road, See Note 1) | | |
| Bleigh Street | All public crossings (State Road, See Note 1) | | |
| Bustleton | All public crossings | | |
| Grays Ferry | West of 30th Street | | |
| Avenue | West of 35th Street | | |
| Industrial | Grays Ferry Ave. and 34th Street | | |
| Grays Ferry Yd. | 49th Street crossings | | |
| 60th Street | All public crossings | | |
| Washington | All public crossings | Greenwich Yard | 3 |
| Avenue | between 24th Street and Delaware Avenue | | |
| (All Tracks) | Private road | | |
| Girard Point | All public crossings | | |
| Swanson Street | All public crossings | | |
| Delaware Ave. | Darien St. | | |
| Merchants Ware- house Co. | Pattison Ave. | | |
| Merchants Ware- house Co. | Pattison Ave. | | |
| U. S. Cold Storage Co. | | | |

West Chester Branch:

| | | | |
|---|--|--|--------|
| Newtown Square | Pembroke Avenue Pembroke Yard State Road Cedar Lane Township Line Rd. West Chester Pike Eagle Road | Pembroke Pembroke Arlington Arlington North of Llanerch Llanerch Grassland | 9 |
| Cardington Naught and Yard Fraser | All public crossings Lenni Station Road Market Street Biddle Street Worthington Street Union Street | Delaware Co., Pa. Lenni West Chester | |
| Farm Station | | | 4 7 |

Schuylkill Secondary:

| | | | |
|--|--|---|--------|
| Freight House Secondary | Wright Street Ford Street | Manayunk Norristown | 4 1 |
| Norris | Conshohocken Highway | Earneest Norristown | |
| Freight House | Mill Street | Wilmer | 5 |
| Devault | Bridge and Pothouse Roads | | |
| Running | | | 4 |
| Devault | | | |
| Running | Charlestown | | 5 |
| Lock Siding | Washington Street | | |
| Eastern Ware- house Track No. 2 | Fricks Lock Road | Fricks Lock | 4 |
| Pottstown Metal Products Co. | Grosstown Road | Stowe 189 feet west of M.P. 42 | |
| Doehler Jaris Co. | Old Reading Pike | | 4 |
| East Reading | | | |
| North Reading, Carpenter Steel and Team | Pump House Road Exeter Street and all Carpenter Steel Company Pedestrian Crossings | Reading | 4 |
| North Reading and Carpenter Steel | Bern Street | | |
| Court Street | Penn. Chestnut and Spruce Streets | Tracks leading to Prizer-Painter and Orr & Sembower Companies east of Reading | 4 |
| Industrial | U.S. Route No. 61 | | |

| Track | Crossing | Location | Notes |
|---|--|--|-------|
| Schuylkill Secondary (Continued) | | | |
| North Reading | U.S. Route No. 61 | 3679 feet west of Junction with Secondary Track | |
| Storage and Freight House | Temple Road | Temple | |
| Storage | Water Street | Leesport | |
| Glen Gery Shale Brick Corp. | U.S. Route No. 61 | Shoemakersville | 4 |
| Siding | Grand Street | | |
| Siding, Coal and Warehouse | Walnut Street | | |
| Siding | Pine Street | Hamburg | |
| Siding | Washington Street | | |
| Other Tracks: | | | |
| Cornog | Lancaster Avenue Washington Avenue To Reading Co. Station Creek Road Ludwig Road | E. Downingtown | |
| | | 5th grade crossing west of Downs | |
| Bradford Hills Quarry Inc. Track | Route 104 | West of Whitford | |
| Henderson Ind. | Church Road | 1st grade crossing south of Main track switch | |
| | Shoemaker Road | 2nd grade crossing south of Main track switch | |
| Swedeland Ind. | Church Road | 1st grade crossing south of Main track switch | |
| R. M. Hollingshead | Federal Street | Pavonia | |
| R. M. Hollingshead | Mickle & 16th St. | Pavonia | |
| Iowa Soap | Carmen Street | Pavonia | |
| Sinclair & Standard Oil | River Road | Pavonia | |
| Industrial | River Road | Ford Motor Co. | 10 |
| Industrial | Suckle Highway | Pennsauken Park | |
| Whitsell, Inc. | Bannard Street | Riverton | 12 |
| Gadley, Inc. | Front Street | Cambridge | |
| Industrial | Coopertown Rd. | Delanco | |
| Florence Delivery | Olive Street | 4178 ft. from Florence | |
| Florence Delivery | Pine Street | 5940 ft. from Florence | |
| Florence Delivery | Broad Street | 8333 ft. from Florence | |
| International | New Albany Rd. | West Moorestown | |
| Pulverizing | | | |
| Industrial | Maple Avenue | Mt. Holly | 11 |
| Medford | N. J. Route 38 | Mt. Holly | 8 |
| | Main Street | Lumberton | |
| | N. J. Route 70 | Medford | 8 |
| | East Landing Street and Eyrestown Road (Bella Bridge Road) | Mt. Holly | |
| | 4th and 6th grade crossings south of Mt. Holly | | |
| Pemberton Br. D.R.R.R. & B. Co. Branch: | Hanover Street | Pemberton | 8 |
| Industrial | Burlington Pike | Divide—Jordan (First grade crossing south of Divide) | |
| Dix Running | Pemberton-Wrightstown Rd. | Lewis | |
| Kinkora Running | Monmouth Road | Jobstown | |
| Industrial | Concord Road | Concordville | 13 |
| Public Delivery | Route 202 | Brandywine Summit | 13 |
| Octoraro | Broad Street | Kennett Square | |
| Secondary | | | |
| Pacific Gas Co. | Route U.S. 1 | Avondale | |
| Octoraro | Prospect Avenue | West Grove | |
| Secondary | Guernsey Avenue | West Grove | |
| | Oakland Avenue | First crossing north of West Grove | |
| | Hodgson Road | Elkview | |
| | Elkdale Road | Lincoln University | |
| | Market Street | Oxford | |
| | Chase and Hodgson Sts. | Oxford | |
| | Route 131 | 3000 feet south M. P. 50 | |
| | Dunlap Road | M.P. 51 | |
| | Route 131 | 3000 feet south M.P. 54 | |
| | Wards Road | Rising Sun | |
| | Queen Street | Rising Sun | |
| | State Highway Route 276 | 500 feet south M.P. 58 | |
| | Browns Road | Colora | |
| General Chemical | Route U.S. 13 | Marcus Hook | |
| Sun Oil Co. | Route U.S. 13—Post Rd. | Marcus Hook | |
| Chester Creek | Ninth Street | Chester | |
| Secondary | | | |

Philadelphia Division (Continued)

| Track | Crossing | Location | Notes |
|--|--|---|-------|
| Bordentown Secondary: Roebling Valley | Knickerbocker Road All Highway Crossings | Roebling Between Thurlow and Lamokin Essington | 14 |
| Chester and Philadelphia | Wanamaker Ave. & Island Road | | |
| Lamokin Run | Morton Avenue Second, Third & Tilghman Streets | Chester Chester | |
| South Chester | Flower Street | Chester | |

NOTES:

- (1) In addition, before movement is made, or when a train is standing on this crossing between sunset and sunrise, a burning fusee must be placed on crossing, on both sides of train. After train clears crossing fusees must be extinguished and removed from crossing.
- (2) Broad and Washington Avenue Highway Crossing Standard Highway Traffic Signals in service.
When a movement is to be made across Broad Street, the following will govern:
All movements must stop clear of sidewalks.
Movement must not be made across Broad Street when traffic lights for Broad Street indicate green or proceed.
Before making movement across Broad Street, conductor, engineman, or his representative, must go to signal control box on traffic light post, located at southwest corner of South Broad Street and Washington Avenue, open door of small iron box, secured by standard switch lock, and push button marked "To Cross Street" which will cause the traffic signals to display Green for traffic on Washington Avenue. Switch key must then be placed in slot marked PRR, turn key clockwise and hold pressure on key in that position. This will hold traffic signal Green until pressure is released on the switch key after which traffic signal will resume normal operation. A member of crew must precede such movement to warn the public of approaching engine or cars. Movement may then proceed across Broad Street.
- (3) Traffic lights governing movement of highway traffic, in service. Rail movements before obstructing highway traffic will be governed as follows:
Stop before obstructing crossing. Crossing must not be obstructed while traffic lights indicate Green for highway traffic to proceed. Conductor, engineman, or his representative must go to one of the signal control boxes located on each side of the crossing, insert switch key in the slot, turn key clockwise and hold pressure on key; this will cause traffic light signals to indicate RED for highway traffic until pressure is released on switch keys. Highway traffic signals must remain RED for highway traffic while any part of train or engine is obstructing crossing.
In addition, a member of the crew must precede each rail movement over the crossing to warn Public of approaching rail movement.
In the event traffic light signals governing highway traffic fail to indicate RED for highway traffic a member of the crew must be stationed on the crossing and provide protection to pedestrian and vehicular traffic.
- (4) A member of the train crew, equipped with a red flag during daylight hours and with a red lantern and a white lantern during the hours of darkness, precede each and every movement of each engine, car or train across the crossing at grade, and properly warn the traveling public of the approach of such engine, car or train.
- (5) Prior to and during the passage of trains over Charlestown Road Crossing, Devault Running Track, Wilmer, Pa., a member of the crew equipped with a red flag during daylight hours, and with a red and a white lantern during hours of darkness, must be stationed on each side of the crossing to provide protection to traffic.
- (7) Before switching movements are made a member of the crew must protect the crossing.
- (8) At night, or when weather conditions require, a member of the crew shall be stationed on each side of track with a red light while train or engine is crossing over or blocking the crossing to give warning to persons using the highway.
- (9) Traffic light signals governing movement of highway and other traffic, in service.
Before obstructing highway or other crossings, rail movements will be governed as follows:
Stop before obstructing crossing. Crossing must not be obstructed while traffic light signals indicate PROCEED for highway or other traffic to proceed.
Conductor, engineman or a member of the crew must operate switch located in control box on either side of crossings, which will cause traffic light signals to indicate RED for highway traffic.
Highway or other traffic signals must remain RED for highway or other traffic while any part of rail movement is obstructing crossing.
In addition, a member of the crew must precede each rail movement over the crossing to warn public of approaching rail movement.
In the event traffic light signals governing highway or other traffic fail to indicate RED for highway or other traffic a member of the crew must be stationed on the crossing and provide protection to pedestrian and vehicular traffic.
When rail movement is clear of crossing, Conductor, engineman or a member of the crew must operate switch in control box to release traffic light signals for normal operation.
Control boxes must be locked after being used.

- (10) Trains or engines using this track must stop before passing over River Road and a member of the crew shall be stationed on each side of track with a red flag by day and a red light by night while train or engine is moving over or standing on crossing to stop approaching highway traffic.
- (11) Movements on delivery track leading to Burlington County Highway Department must be protected by a member of the crew.
- (12) Trains and engines must stop before passing over Bannard Street and a member of the crew must be stationed on the crossing with a red flag by day and a red light by night, while train or engine is moving over crossing to stop approaching highway traffic.
- (13) Before making a movement over the public crossing, trains must stop and member of crew must open signal control box located on highway crossing signal masts or on instrument cases north or south of crossing, and push "START" button, which will start highway flashing signals. After highway traffic is stopped, train movement may then proceed over crossing. After train has cleared crossing, highway flashing signals must be restored to normal operation by pushing stop button.
- (14) Trains and engines on all tracks must stop before passing over highway crossing at grade and a member of crew must protect crossing in advance of each movement over the crossing.

Chesapeake Division

| Track | Crossing | Location | Note |
|------------------------------|---|-------------------------------|------|
| Brandywine | Claymont St., Gov. Printz Blvd., Jessup, Market & VanBuren Sts. | Wilmington | |
| | Vandever Ave. | Wilmington | |
| Ludlow Mfg. Co. | Hay Road | Wilmington | |
| Delaware Power and Light Co. | Hay Road | Wilmington | |
| New Castle Sec. | Christina Avenue | Wilmington | 6 |
| Freight House | 4th Street | Wilmington | 8 |
| Lead | | | |
| Team Track | Church Street | Wilmington | 8 |
| Lead | | | |
| Industrial | Delaware & Cleveland Aves. | Newark Center | |
| | Main & Chapel Sts. | | |
| Davis Wye | South Chapel St. | Newark | |
| N & D C | State Road 70 | North of Corbit | |
| | U. S. 13 | Corbit | 5 |
| Industrial | All Highway Crossings | Elkton | |
| Minnick-Perryville | Post Road | Perryville | |
| Balto. Gas & Elec. Co. | Carroll Island Road | Carroll Island | |
| President St. | Boston & Clinton Sts. | Baltimore | 2 |
| Bear Creek | Newkirk St. | Canton | |
| Catonsville | Beechfield Ave. 150 ft. west of Shady Nook Lane | Catonsville | |
| | Route 381 | | |
| South Wye | New York Ave. | Brandywine | |
| United Clay | | 1220 ft. south of main | |
| Products Co. | | track switch | 3 |
| Industrial | 16th, V and 31st Sts., N.E. | Washington | |
| | Adams Pl., N.E. | | |
| U.S. Capitol | Virginia Ave., S.E. | Washington | |
| Power Plant | | | |
| Buzzard Point | All crossings between Jersey Yard and end of track | Washington | |
| | 9th Street | | |
| Porter Branch | Route 213 | New Castle | |
| Chestertown | High & Queen Sts. | Kennedyville | |
| Secondary | Route U.S. 301 | Chestertown | |
| | Route 561 | 2275 ft. south of M.P. 1 | 3 |
| | Route 297 | Lynch | |
| | Route 291 | Worton | |
| Centreville | Routes 302-313 | Millington | |
| Secondary | Route 301 | Barclay | |
| | | 1130 ft. south of M.P. 32 | 3 |
| | | Clayton | |
| Clayton Ind. Devl. Corp. | Bassett Street | | |
| Wheatley, Inc. | Main St., State Route 6 | Clayton | |
| Oxford | Smyrna Ave. | Clayton | 1 |
| Secondary | Route 454 | Marydel | 4 |
| | Brookletts Ave. | Easton | |
| Denton | Route 313 | Denton | |
| | Bloomington | 12,480 ft. east of Queenstown | |
| East Coast Sdg. | | | |
| East Coal Bins | North Street | Dover | |
| Dela. Power & Light Co. | Route 331 | Millsboro | 3 |
| Ocean City | U. S. Route 113 | Berlin | 4 |
| Side | Route 14 | Nassau | 3 |
| Rehoboth | Route 18 | Lewes | |
| | Freeman Highway | Lewes | 3 |
| | Kings Highway | Lewes | |

Chesapeake Division (Continued)

| Track | Crossing | Location | Notes |
|--|-----------------------|--------------------------------|-------|
| Cambridge Secondary | State Route 318 | 207 ft. south of M.P. 9 | |
| | State Route 318 | 3870 ft. south of M.P. 10 | |
| Vienna Cambridge | Main Street | Hurlock | |
| | State Road No. 392 | Hurlock | |
| West No. 1 & 2 Terminal Warehouse Mardela | Washington Street | Cambridge | |
| | Maryland Avenue | | |
| Willard | Naylor Street | Salisbury | |
| | North Division Street | Salisbury | |
| Crisfield Secondary | West Main Street | | |
| | Route 13 | | |
| Crisfield Secondary | Isabella Street | Salisbury | |
| | Chestnut Street | 4.3 miles east of Salisbury | |
| Exchange 1, 2, 3 & 4 | Truit Street | 8.2 miles east of Salisbury | |
| | Route 50 | Marion | |
| Lead to Team Track | Route 357 | | |
| | U. S. Route 13 | 637 feet west of M.P. 2 | |
| Kiptopeke | Clark Street | Pocomoke | |
| | Second Street | Pocomoke | |
| | New U. S. Route 13 | 4553 feet south of Capes | |

NOTE 1—When automatic protection is operating, movements may be made over crossing without protection by a member of the crew.

NOTE 2—Before making a movement over crossing, trains must stop and member of crew must unlock Traffic Signal control box located north or south of crossing; wait until amber light is displayed for either street, then turn snap switch which will place highway traffic signals in stop position for both streets. Train movement may then proceed over crossing. After train has cleared crossing highway traffic signals must be restored to normal operation by use of snap switch.

NOTE 3—Before making a movement over the public crossing, trains must stop and member of crew must open signal control box located on highway crossing signal masts or on instrument cases north or south of crossing, and push "START" button, which will start highway flashing signals. After highway traffic is stopped, train movement may then proceed over crossing. After train has cleared crossing, highway flashing signals must be restored to normal operation by pushing stop button.

NOTE 4—Before making a movement over crossing, trains must stop and member of crew must unlock signal control box mounted on poles located north or south of crossing with switch key, then turn snap switch which will place highway traffic signals in red or stop position. Train movement may then proceed over crossing. After train has cleared crossing, highway traffic signals must be restored to normal operation by use of snap switch.

NOTE 5—Automatic protection operates when trains occupy track circuit extending 70 feet from crossing.

Before movement over crossing, crew must know that automatic protection is operating to protect highway traffic.

NOTE 6—These instructions do not apply to Trains D-2, D-3 and Harrington, Clayton and Dover Turnaround Extras.

NOTE 7—All movements must stop before passing over crossing. Movements may then proceed over the crossing under protection of a trainman stationed on the crossing equipped with a red flag by day and a red light by night, who must remain on the crossing prior to and during the entire period any part of crossing is occupied by engine or train.

NOTE 8—Before making movement over crossing, trains must stop and member of crew must unlock signal control box mounted on poles located north or south of the crossing, then push control button, which after 1-2 minutes, will place highway traffic signals in red or stop position. (This condition will be indicated by red light on control box located northwest of streets intersection.) Train movement may then proceed over crossing. After train has cleared crossing, highway traffic signals must be restored to normal operation by pushing control button on opposite side of crossing.

Harrisburg Division

| Track | Crossing | Location | Notes |
|-------------------------------|---|---|-------|
| Yard | Prince and Walnut Sts. | Lancaster | |
| Industrial | Manheim Avenue | Lancaster | |
| Industrial | Route 230 | Mount Joy | |
| Columbia | Union and Perry Sts. (shifting movements) | Columbia | |
| Industrial | Fridy Street | Mountville | |
| New Holland | Routes 10 and 322 | Honey Brook | |
| Secondary | Custer Avenue | New Holland | |
| | Railroad Avenue | | |
| | Brimmer Avenue | | |
| | Newport Road | West of Leola | |
| | Horseshoe (first grade crossing), 425 feet from point of switch leading to siding | New Holland—Greenfield | |
| York Running | Front Street | Wrightsville | |
| | Memory Lane | 3000 ft. South of Mile Post 10 | |
| Main & Yard | Windsor Street | York | 4 |
| Crane | North Queen St. | York | 3 |
| P.A. & S. Small Co. | North George St. | York | |
| Smyser Royer Co. | North St. | York | 3 |
| Frederick | Ridge Ave., Center, Carlisle & High Sts. | Hanover | |
| Secondary | State Highway Route 194 | 732 ft. South of Mile Post 37 | 2 |
| | Patrick, E. Church, E. Second, E. Third & E. Fourth Streets | Frederick | |
| Quarryville | All within city limits | Lancaster | |
| Industrial | Route 222 | South of Lancaster | |
| | All | Between New Providence and west Willow (Seners Rd.) inclusive | |
| | State Street | Quarryville | |
| Lebanon | All within City Limits except South 8th St. | Lebanon | 1 |
| Secondary | Township Highway—Potts track | | |
| Industrial | Route 11—Wolf track | Mechanicsburg | |
| | Leitersburg Street | Chambersburg | |
| | Church Street | Greencastle | |
| | Walnut Street | Hagerstown | |
| | King Street | Martinsburg | |
| All Yard | | | |
| J. W. Myers | | | |
| Winchester | | | |
| Secondary | | | |
| Lead to W. S. Frey Co. Tracks | Route 672 | Clear Brook | |
| Industrial | Amherst and Water St. | Winchester | |
| Dillsburg | All | Between Dillsburg Jct. and Dillsburg | |
| Secondary | | Waynesboro | |
| Waynesboro | Route 16 | | |
| Secondary | | | |
| Mercersburg | Route 11 | South of Marion | |
| Secondary | | | |

NOTE 1.—Track circuits which operate Automatic Highway Crossing Protection at south 8th Street, Lebanon, Pa., extend a distance of 70 feet on each side of the crossing and trains and engines must stop on track circuit but clear of crossing and allow flashing light signals and short arm gates to operate a minimum of 20 seconds before proceeding over the crossing.

In the event Automatic Highway Crossing Protection is not operating a member of the crew must protect the crossing in advance of each movement over the crossing.

NOTE 2.—Before making a movement over any of the five public highway crossings, trains must stop and member of crew must go to traffic signal control box located at east Fourth Street, or at Patrick Street and turn snap switch which will place highway traffic signals in stop position for all five streets. Train movement may then proceed over the crossings. After train has cleared all five crossings, highway traffic signals must be restored to normal operation by turning snap switch in traffic signal control box located at East Fourth Street or at Patrick Street.

NOTE 3.—Push buttons located in box on mast at crossing for manual control of the automatic crossing protection of adjacent tracks. This control to be used to assist in protecting movement and prevent southward highway travel from stopping on main and other tracks during the movement. Instructions posted in push button box.

NOTE 4.—Trains or engines making switching movements must stop before passing over Windsor Street Crossing at grade and a member of the crew must protect the crossing in advance of each movement over the crossing.

The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red and white light by night to properly warn traveling public of the approach of an engine, car or train.

1103-C4. (New York Div.). Trenton—Trains stopping over highway crossings and obstructing traffic must be cut except where less delay to traffic will result by not cutting trains.

When traffic has been obstructed by train on crossing, such traffic must be allowed to proceed, if possible, before crossing is again obstructed by a train in either direction.

Shifting crews must not leave any portion of their train standing so as to obstruct crossings.

Trains or engines using Columbian Carbon Industrial track must stop before passing over Cass Street grade crossing and the crossing protected in advance of each movement by one member of the crew in day time and two members of the crew at night.

Rail movements, except light engines, using running track between Hamilton Avenue and Coalport, restricted from passing over East State Street crossing, between the hours of 8.15 A.M. and 9.15 A.M., and 4.30 P.M. and 5.30 P.M., daily, except Sunday.

1103-C5. (New York Div.). Morrisville—Train and engine movements using Delmorr Avenue industrial track over South Delmorr Avenue, at Chambers Street and on South Delmorr Avenue between Green Street and E. Phila. Ave., shall be preceded by a member of the train crew to protect highway traffic.

1103-C6. (New York Div.). Grundy—Each engine, car or train passing over Highway Route No. 13 on track leading to and serving M. & M. Co., Inc., located 1500 feet north of main line tracks, must be preceded by a member of the train crew, equipped with a red flag during daylight hours and a red and white light and a lighted fusee during the hours of darkness to protect highway traffic.

1103-C8. (New York Div.). Cars must not be placed on industrial tracks between clearance posts located as follows:—

150 feet east and west of tile works crossing 1800 feet east of Old Bridge.

50 feet east and west of Maple Avenue on G. W. Helme Co. track, Helmetta.

1103-C9. (New York Div.). Union Square, Phillipsburg—Trains and engines in either direction must approach crossing prepared to stop.

1103-C10. (New York Div.). All trains and engines operating on Freehold Secondary Track, Hightstown Secondary Track and Robbinsville Secondary Track must approach all highway crossings protected by automatic flashing lights or bells prepared to stop, unless it is known that automatic crossing protection has been operating a minimum of 30 seconds prior to occupying the crossing.

In the event crossing protection fails to operate, a member of the crew must protect the crossing in advance of each movement over the crossing.

1103-C13. (Chesapeake Div.). Calvert Station. Trains or engines must not proceed over Monument Street Highway Crossing and Madison Street Highway Crossing at grade unless the crossing is seen or known to be clear.

1103-C14. (Phila. & Hbg. Divs.). Trains or engines must approach the following crossings prepared to stop unless it is known that the automatic highway crossing protection is operating. If the automatic highway protection is not operating, the movement must not be made over the crossing until protection has been provided as prescribed by Rule 103.

Philadelphia Division

| Track | Crossing | Location | Notes |
|-----------------|-----------------|------------|-------|
| Kinkora Running | Main Street | Juliustown | 1 |
| Kinkora Running | U. S. Route 206 | Columbus | 2 |
| Connecting | DeRousse Avenue | Jersey | 1 |
| Connecting | Curtis Avenue | Jersey | 1 |

Note 1—The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn traveling public of the approach of a train, car or engine. Trains or engines must stop on short track circuit in advance of crossing.

Note 2—An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically. If necessary to operate "Start" push button, the "Stop" push button must be operated after movement has cleared insulated joints approximately 70 feet on either side of crossing. Operation of flashing signal may be started or cancelled from either side of crossing.

Harrisburg Division

| | | | |
|------------|------------------|----------------------|---|
| Lebanon | Mt. Vernon | Lebanon | 1 |
| Secondary | Beverly | | 1 |
| | 8th Street | | 1 |
| Main | King Street | Shippensburg | 1 |
| | Fayette Street | | 1 |
| Main | Route 11 | Greencastle Old Line | |
| | | south of Greencastle | 1 |
| Waynesboro | Route 30 | Fayetteville | 1 |
| Secondary | Route 997 | East Fayetteville | 1 |
| | Price's Crossing | Waynesboro | 1 |
| Winchester | John Street | Martinsburg | 1 |
| Secondary | Route 45 | 530 feet south of | 1 |
| | | M.P. 95 | |
| | Route 11 | South of Bunker Hill | 1 |
| | Route 11 | Clear Brook | 1 |
| | Fairmount Avenue | Winchester | 1 |

Note 1—The member of the crew assigned to protect a crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn traveling public of the approach of a train, car or engine. Trains or engines must stop on short track circuit in advance of crossing.

Divide—Jordan

1103-C15. (Phila. Div.). Shifting movements on Main track in vicinity of Burlington Pike (Westfield Avenue) north of Jordan must be prepared to stop before passing over crossing and may move over crossing only after automatic protection has been re-established or proper protection has been provided by a member of the crew.

Referring to Rule 103

1103-C19. (Phila. Div.). Trains on sidings blocking private road crossings must be patrolled by trainmen and train cut if anyone desires to use private crossing. This does not relieve trainmen of cutting train for public road crossings immediately.

1103-C20. (Phila. Div.). Cars must not be placed on industrial tracks between clearance posts located as follows: 100 feet east and west of first crossing west of Beverly; 100 feet east and west of crossing west of Arch Street Station, Palmyra.

Automatic Highway Crossing Protection—Tubular Train

1103-D1. (All Divisions). When Tubular Equipment is stopped on grade crossing protected by automatic apparatus, protection must be provided by crews against highway traffic.

Moving Cars on Tracks Where Loading or Unloading Is Done

1103-E1. (New York Div.). When mail, baggage or express is being loaded or unloaded from cars on tracks 1, 2, 3, 4, 7, 8, 9, 10, 13, 14, 1D and 3D, Pennsylvania Station, New York, a red lamp will be placed on the west end of 1, 2, 3 and 4 and on the east and west end of such cars on tracks 7, 8, 9, 10, 13, 14, 1D and 3D. When red lights are displayed, shifting crews must not couple to or move the cars until they have contacted the Baggage Foreman and he has removed the light.

(General Order No. 2304, Page 239)

1104-A1. (All Divisions). Normal Position of Switches and Crossovers at Specified Locations

New York Division

| Switch Located at | Connecting | With | Normal Position is for Movements |
|---|-------------------------------|--|----------------------------------|
| West end No. 13 Track Hudson Interlocking | No. 13 Track | No. 14 Track | To No. 13 Track |
| East end No. 13 Track Hudson Interlocking | No. 13 Track | No. 14 Track | To No. 13 Track |
| East end Modoc Track | Modoc Track | No. 0 Track | Modoc Track |
| East end No. 5 Track, Millham | Eastward Running Track | No. 5 Track | On No. 5 Track |
| West leg of Wye, west of Millham | West leg of Wye | Eastward Running Track | West leg of Wye |
| West leg of Wye, west of Millham | West leg of Wye | No. 5 Track | On No. 5 Track |
| Millham | No. 5 Track | Industrial Track (former Trenton Eng. House) | No. 5 Track |
| Jamesburg | Hightstown Secondary Track | Amboy Secondary Track | On Amboy Secondary Track |
| Jamesburg | Freehold Secondary Track | Amboy Secondary Track | On Amboy Secondary Track |
| WA-2 | No. 2 Track | Old Eastward Running Track | Old Eastward Running Track |
| Karny | Center Street Secondary Track | Engine Track | Engine Track |

Philadelphia Division

| Shore Interlocking | G.E. Track | No. 5 Track | Through on No. 5 Track |
|---|-----------------------------|---------------------------|---|
| Penna. Coach Yard | Car Washing Track | Run Down and No. 37 Track | Through on Car Washing Track |
| Powelton Ave. Yard (East End) | No. 3 Yard Track | No. 4 M Main Track | Through on Connecting Track and No. 3 Track |
| 1110 feet west 52nd St. Psgr. Sta. | No. 4 Yard Track Lead | B Yard Ladder | Through to Derrail on No. 4 Yard Track Lead |
| 265 feet west of 52nd St. U. G. Bridge | Yard Track | No. 14 Running Track | No. 14 Running Track |
| 255 feet west of 52nd St. U. G. Bridge | No. 14 Running Track | No. 15 Running Track | Through on Running Tracks |
| 50 feet east of 52nd St. U. G. Bridge | Yard Track | No. 14 Running Track | No. 14 Running Track |
| 150 feet east of 52nd St. U. G. Bridge | Eastward Belt Running Track | No. 14 Running Track | No. 14 Running Track |
| 750 feet east of 52nd St. U. G. Bridge | Eastward Belt Running Track | No. 15 Running Track | No. 15 Running Track |
| 1600 feet east of 52nd St. U. G. Bridge | No. 7 Overflow Track | No. 14 Running Track | No. 14 Running Track |
| 3900 feet east of 52nd St. U. G. Bridge | Transfer Ladder Track | No. 14 Running Track | No. 14 Running Track |
| 4000 feet east of 52nd St. U. G. Bridge | Eastward Belt Running Track | No. 14 Running Track | No. 14 Running Track |
| 310 feet west of 44th St. O. H. Bridge | Yard Track | No. 14 Running Track | No. 14 Running Track |

Philadelphia Division (Continued)

| Switch Located at | Connecting | With | Normal Position is for Movements |
|--|-------------------------------------|-------------------------------|--|
| 120 feet west of 44th St. O. H. Bridge | Yard Track | No. 14 Running Track | No. 14 Running Track |
| M-1 44th St. | Eastward Running Track | No. 10 Yard Track numbered 10 | To Eastward Running Track |
| | Eastward Running Track | No. 11 Yard Track numbered 11 | To No. 11 Yard Track |
| 415 feet west of 44th St. O. H. Bridge | A-Yard Lead | Cut Track | From A-Yard Lead to Cut Track |
| Paoli Yard | Running Track | Ladder Tracks | Through on Running Tracks |
| | No. 3 and No. 4 Shop Storage Tracks | Ladder Tracks | Through on No. 3 and No. 4 Shop Storage Tracks |
| Lewis | Dix Running Track | Kinkora Running | Through on Dix Running Track |

Chesapeake Division

| | | | |
|-------------------------------------|---|------------------------------|--|
| Calvert | Ladder Switches | No. 2 Track | No. 2 Track |
| Mass | Chestertown Secondary Track | Centreville Secondary Track | To Centreville Secondary Track |
| Queen Anne Junction on Denton track | Track leading to Oxford Secondary Track | Denton track | To track leading to Oxford Secondary Track |
| River | Secondary Track No. 1 | Sparrows Point Spur Track | Secondary Track No. 1 |
| Wine | Cedar Point Industrial Track | Pope's Creek Secondary Track | To Cedar Point Industrial Track |
| Herbert | Chalk Point Industrial Track | Cedar Point Industrial Track | To Chalk Point Industrial Track |

Harrisburg Division

| | | | |
|-----------------------------------|----------------------------|-----------------------------------|--------------------------------------|
| Harrisburg Yard *GI-8 | Eastward Running Track | Other Yard Tracks | Through on Eastward Running Track |
| | Westward Running Track | Ramp and Westbound Receiving Yard | To Ramp and Westbound Receiving Yard |
| Harrisburg Yard West of Lane—GI-8 | Westward Running Track | Yard Tracks | Through on Westward Running Track |
| 3170 feet south of M P 89 | Winchester Secondary Track | Cumbo Secondary Track | To Cumbo Secondary Track |

* Trains will stop clear of all switches at this point and ask yardmaster Reily Street (Phone 210) for instructions.

1104-B1. (New York Div.). Switch tenders are Stationed at and have charge of Main Track Switches as Indicated

| Location | Switches |
|----------|--------------|
| WA-5 | All Switches |

1104-B2. (Phila. & Harrisburg Divs.). Switch Tenders are Stationed at and have Charge of Yard Switches as Indicated

Philadelphia Division

| Location | Switches | Note |
|-----------------------------------|--|------|
| Frankford Junction District—"K-1" | In area between D.R.R.R. & B. Co. Branch Overhead Bridge and Port Richmond running track switch west of Butler St., inclusive. | |
| Frankford Junction District—"K-2" | In area between Castor Ave. Undergrade Bridge and switch leading to Tioga St. Track, inclusive. | 2 |
| 44th Street—(M-1) | Yard Tracks between 42nd St. Overhead Bridge and East End 46th St. Engine House. | 1 |

NOTE 1.—On duty 3.59 P.M. to 11.59 P.M., Daily. On duty 11.59 P.M. to 7.59 A.M., Daily except Sunday and Monday.

NOTE 2.—On duty 7.00 A.M. to 3.00 P.M. Daily except Saturday, Sunday and Holidays.

Harrisburg Division

| | | |
|--------------------------|--|---|
| Harrisburg Maclay Street | East End No. 4 Receiving, East End No. 3 Relay yard, Eastward, Westward, Leads to Tracks 11 and 12. | 2 |
| Enola 4-B | East End Enola Westward Receiving yard. | |
| Enola W-11 | West End Enola Westward Receiving yard. | |
| Enola 23-B | Leads to Engine House Eastward and Westward Running tracks. | |
| Enola 111-B | West End Eastward Receiving yard. Also Power Operated Crossover and Low Home Signals at 111-L. Note 1 applies at 111-L only. | 1 |

NOTE 1.—Proper fixed signal will be authority for movement to proceed over switches that are located between the opposing fixed signals, without hand signal from switchtender.

NOTE 2.—On duty: 3.59 P.M. to 7.59 A.M., Daily, except Sunday and Monday.
3.59 P.M. to 11.59 P.M., Sunday.
11.59 P.M., Monday to 7.59 A.M., Tuesday.

1104-C1. (New York & Ches. Divs.). Operators in charge of Main Track Hand operated Switches when Block Station is Open

New York Division

| Location | Switches |
|----------|--------------|
| WA-2 | All switches |
| WA-3 | All switches |
| WA-6 | All switches |

Chesapeake Division

| Tasker | Switches |
|--------|---|
| | Switch leading to Deemer Steel Casting Co. Industrial track. Crossover between single track and New Castle secondary track. Crossover between single track and Tasker siding. |

Semi-Automatic Hand-Operated Switches

1104-C2. (Hbg. Div.). Trailing automatic-facing hand-operated switch for westward movement in No. 4 Running track leading to west end Running Track "G." A trailing movement (westward) through this switch will automatically throw the switch for the movement and the switch will remain in that position. It is equipped with switch target showing white disc (green light at night) when set for through movement on No. 4 Running track; yellow disc (yellow light at night) when set for movement to or from Track "G." Eastward movement on No. 4 Running track must approach

this switch prepared to stop and must stop clear of the switch unless it is set in position for the movement to proceed. If not set for the movement, the switch must be placed in proper position by hand.

1104-C2a. (Phila. Div.). Between 42nd Street overhead bridge and west side of 44th Street overhead bridge Semi-Automatic Hand-operated switches are painted ORANGE and are equipped with switch target or light showing white disc (green light at night) when switch is in normal position and a yellow disc (yellow light at night) when switch is reversed.

A trailing movement of one car and/or engine (all trucks) through these switches will automatically throw the switch for the movement and the switch will remain in that position.

Switches painted ORANGE are considered properly lined to run through for trailing movement when permission for track occupancy has been obtained.

1104-C3. (Hbg. Division). Trains and engines approaching switches on Main track at Leaman with the current of traffic when block station is open will be governed by fixed signal indication.

1104-C4. (Phila. Div.). Eastward movements from 46th Street enginehouse must not be made beyond enginehouse tracks until permission to proceed is received from Yardmaster, 44th Street when on duty or Yardmaster at Margie Yard (Phone 2046) when Yardmaster, 44th Street, is not in service.

Hand Operated Switches Equipped With Electric Locks

1104-D1. (All Divisions). The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch lock is removed from keeper.

New York Division

| Location | Switch | Controlled By | Notes |
|-------------------------------------|--|-----------------------|-------|
| 2720 feet west of Dock | Switch in No. 4 Track leading to Alling Street Track | Dock | 4 |
| 3400 feet west of Lincoln | Switch in No. 0 Track leading to Wye Track | Lincoln | 1 |
| 4100 feet west of Lincoln | Switch in No. 0 Track leading to No. 5 and No. 6 Yard Tracks | Lincoln | 1 |
| 7470 feet west of Lincoln | Switch in No. 0 Track leading to No. 5 and No. 6 Yard Tracks | Lincoln | 1 |
| 8843 feet west of Lincoln | Switch in No. 0 Track leading to U. S. Envelope Co. Siding | Lincoln | 1 |
| 3000 feet west of Waldo | Switch in No. 2 P & H Branch leading to Marion Yard | Waldo | 1 |
| 900 feet east of CY | Switch in No. 1 Track, Greenville Branch, leading to New Garden Yard | CY | 1 |
| Trenton Branch MB | Switch in No. 1 Track leading to Coal Storage Yard | Wayne Jct. (Rdg. Co.) | 2 |
| Trenton Branch MB | Switch in outbound Fairless Spur Track to Warner Co. Track | Wayne Jct. | 3 |
| Trenton Branch 2400 feet east of MA | Switch in No. 1 Track leading to Strick Trailer Co. Track | Wayne Jct. (Rdg. Co.) | 3 |
| Copper | Switch in No. 2 Track leading to Middle Secondary Track | Morris | |

NOTE 1.—After removing lock from keeper, wait for light located on staff adjacent to switch lock to light.

NOTE 2.—Permission to unlock must be obtained from Operator Morris who will obtain unlock from Reading Company Operator at Wayne Jct.

NOTE 3.—Before movement can be made to or from Warner Co. or Strick Trailer Company track permission must be obtained from Reading Company Operator at Wayne Jct. and Operator at Morris. After each movement is completed it must be reported clear to the Reading Company Operator at Wayne Jct. and Operator at Morris.

NOTE 4.—After permission from Dock is received, removal of switch lock from keeper will unlock switch for trains and engines standing on No. 4 track less than 150 feet west of switch. To enter No. 4 track from Alling Street track after permission from operator is received and switch lock is removed from keeper, switch must be thrown to reverse position and movement must not be made until interlocking signal indication is received.

Philadelphia Division

| Location | Switch | Controlled By |
|---|--|---|
| Main Line: No. 4 track, Holmes | Prison | Holmes |
| D.R.R.R. & B. Co. Branch Frankford Jet. | Crossover between No. 2 and No. 1 tracks | Shore |
| 38th St. Phila. | Hall & Smedley | |
| Westward from 42nd St. Overhead Bridge, Phila. Zoo Interlocking | Hand-operated crossover be- tween No. 2 Main and De- parture track | Zoo |
| 52nd Street (West of) | No. 2 track to 53rd St. yard | |
| 52nd Street (East of) | No. 2 track to B-20 (Departure) yard track | Overbrook |
| Rosemont | Mehl and Latta | Bryn Mawr |
| Downingtown | No. 4 to Chester Valley Yard No. 4 to New Holland track | |
| Thorn | All hand-operated switches within Interlocking | Thorn |
| Coatesville | All hand-operated switches within Interlocking | |
| Pomeroy | No. 1 track to Pomeroy yard | |
| Parkesburg | No. 4 track to Wood's Nu-Pak Co. | Park |
| Philadelphia, North of 71st St. Overhead Bridge Philadelphia, South of 71st St. Overhead Bridge Darby, North of | General Electric Co. Keystone Coal Co. Woolford Co. | Brill |
| Chestnut Hill Branch: North Phila. Interlocking | Pomerantz Co. | North Phila. |
| West Chester Branch: Arsenal Interlocking | Breyer Co. | Arsenal |
| Delaware Extension: Arsenal Interlocking | Philadelphia Electric Co. | |
| Philadelphia, Grays Ferry Ave. | Barrett Co. | Grays Ferry— Movable Bridge Operator |
| East end, Brooke | Birdsboro Steel Foundry & Machine Co. No. 2 | Brooke |
| Trenton Branch: Earnest | No. 2 track to Middle track No. 1 track to Middle track | Nest |
| Baldwin | No. 4 Track to Pittsburgh Mill Steel Co. Indus. track | Baldwin |
| Jersey—Hatch | Weyerhaeuser Container Co. 2 switches | Jersey |
| Hatch—Minson | Leading to Storage Track | Jersey |

Chesapeake Division

| Location | Switch | Controlled By |
|----------------------------------|---|---------------|
| Charlestown | Mason Dixon Sand and Gravel Co. | Perryville |
| Tome | Wiley Equipment Co. Industrial Track | Cola |
| Port Deposit | Port Deposit Quarries Co. Industrial Track | Cola |
| Conowingo | Public Delivery Track | Cola |
| Pilot | Public Delivery Track | Cola |
| Peach Bottom | Public Delivery Track | Cola |
| Fishing Creek | Public Delivery Track | Cola |
| McCalls Ferry | Public Delivery Track | Cola |
| McCalls Ferry | Penna. Water & Power Co. Track | Cola |
| Pequea | Thomas S. Martin Industrial Track | Cola |
| West Harbor | Safe Harbor Water Power Co.—Interchange Track | Cola |
| Aberdeen | C. B. Osborne Industrial Track | Perryville |
| Aberdeen | Industrial Track | Perryville |
| Edgewood | Arsenal Industrial Track | Edgewood |
| Magnolia | Public Delivery Track | Edgewood |
| Canton Jct. | Industrial Track (Loney's Lane) | Bay |
| Baltimore | Morgan Millwork Track | B.&P. Jct. |
| Baltimore | Crossover between F Track and No. 7 Station Track | B.&P. Jct. |
| Baltimore | Waverly Press Co. Track | Union Jct. |
| Jct. No. 4 Trk. Frederick Rd. | Catonsville Track | Gwynn |
| Cheverly | Cheverly Loop Track | Landover |
| Washington | United Clay Products Co. | Landover |
| Washington | International Business Machine Co. Industrial Track | Landover |
| Washington | Industrial Track leading from No. 3 Track at Bladensburg Road | Landover |
| Washington | U. S. Capitol Power Plant (Electric locks on switch and on derail) | Virginia |
| Mt. Vernon | Main Track to B.&P. Yard | B.&P. Jct. |
| Mt. Vernon | Main Track to Mt. Vernon Running Track | B.&P. Jct. |
| Clayton | No. 1 Storage | Clayton |
| Seaford | Cambridge Secondary Track | Seaford |
| | River Track | |

Harrisburg Division

| Location | Switch | Controlled By |
|-----------------------------------|--|---------------|
| Lancaster | All hand-operated switches within Interlocking | Cork |
| Landis | No. 2 to No. 1 track | Landis |
| Harrisburg | 0 track to Kingan's East end of 5Y, 6Y, Paxton St. | State |
| | 6C track to Industrial track | Harris |
| Day | Track G to Stock Yard | Day |
| York | Crossovers between Main Track and York Siding | York |
| Columbia Branch: | No. 2 track to Columbia siding (west end) No. 2 track (Columbia Br.) to Reading Co. | Cola |
| Columbia | | |
| Cumberland Valley Branch: Lemoine | East leg of Wye to Little Yard | Lemo |
| Camp | Main Track to Secondary track | |
| | Main Track to East Yard track | |
| | Main Track to Industrial track | |
| Hagerstown | Main Track to Iron Works track | Town |

1104-D2. (All Divisions) The following switches are equipped with electric lock, not controlled by operator:

New York Division

| Location | Switch | Note |
|--|---|------|
| 450 feet east of Broad Street, Trenton, Bordentown Br. | Facing switch for westward movement on Main Track leading to Connecting track | 1 |
| 2215 feet east of MB | Facing switch in No. 1 Main Track leading to Outward Track Fairless Spur No. 1 | 1 |
| 4745 feet east of MB | Facing switch in No. 1 Main Track leading to Inward Track Fairless Spur No. 1 | 1 |
| 4710 feet west of MY | Facing switch in No. 2 Main Track leading to east leg of Wye Track | 1 |
| 4730 feet east of MB | Trailing crossover between No. 1 Main Track and running track | 1 |
| 2205 feet east of MB | Trailing crossover between No. 1 Main Track and running track | 1 |
| 3650 feet west of MB | Facing crossover between No. 1 Main Track and tail track at west end of Eastward Receiving Yard | 1 |
| Nickel | Facing crossover between No. 1 Main Track and west end Eastward Receiving Yard | 1 |
| 2500 feet east of MA | Facing crossover between No. 1 Track and Middle Secondary Track | 1 |
| 1768 feet east of WC | Switch in No. 1 Track leading to Calso Oil Co. Track | 1 |
| 2300 feet west of Dayton, Jamesburg Br. | Facing switch for westward movement in Main Track leading to International Business Machine Company track | 1 |
| 4080 feet west of Dayton, Jamesburg Br. | Facing switch for eastward movement in Main Track leading to International Business Machine Company track | 1 |

NOTE 1—The switch lock on these switches must not be removed from keeper until permission has been obtained from operator. If switch does not indicate unlocked within seven minutes after padlock is removed, or no indication is received that the switch is padlocked when the padlock is returned, the Superintendent must be notified.

Philadelphia Division

| Location | Switch | Note |
|--|---|---|
| Dale | No. 2 track to Phoenixville track | Knife switch and instructions posted in box |
| Glen | Facing hand-operated switch for eastward movement in single track leading to Glen Siding, 19 feet east of Glen. | |
| 1375 feet east of Allen Lane Passenger Station | Center thrown locking device on crossover between No. 1 and No. 2 tracks | |
| 1535 feet east of Allen Lane Passenger Station | Facing hand-operated switch in No. 1 track leading to Fort Washington running track | |
| Between Secane and Morton | Facing hand-operated switch, No. 2 track leading to Lansdowne Iron and Steel Company | |
| Between Clifton-Aldan and Primos | Facing hand-operated switch, No. 1 track leading to J. W. Jones Coal Company track | |
| Between Arsenal and Penrose | Center thrown locking device between facing hand-operated switch in No. 2 track 2090 feet west of Penrose and hand-operated split derail on east end No. 3 track Hand-operated switch in No. 2 track, 1100 feet west Penrose Interlocking, leading to U. S. Quartermaster track Hand-operated switch in No. 2 track, 2500 feet east of East End Arsenal Movable Bridge, leading to No. 3 yard track | |
| Pencoyd Manayunk | Switch leading to Pencoyd track. Switch leading to Storage tracks. | 3 |
| Spring Mill | Hand-operated switch, in Secondary track leading to eastward end Cherry Street storage track | 1 |
| Creek | B. F. Goodrich Co. track. Alan Wood Steel Co. track | See Instructions Posted in Shelter Box |
| King | Crossover between No. 2 and No. 1 tracks. Switch leading to Public Delivery Track. | 2 |
| Race | Facing hand-operated switch for southward movement leading to Garden State Park Race Track. | 1 |
| Jordan | Facing hand-operated switch for southward movement leading to connecting track at Jordan | 1 |
| Between Divide and Jordan | Facing hand-operated switch for southward movement leading to Bell Lumber Co. track Facing hand-operated switch for southward movement leading to Weyerhaeuser Co. track | 1 1 |

NOTE 1—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient locations adjacent to switch.

NOTE 2—Knife switches and instructions located in control box at east end of crossover at King.

NOTE 3—Removal of switch lock from keeper will unlock electric lock for trains and engines standing on Main track less than 150 feet east of switch to be used.

Before movements can be made from side tracks to Main track at these locations when Main track is unoccupied, permission must be obtained from Operator Overbrook before removing switch lock from keeper.

After switch lock has been removed from keeper step on bottom treadle to release handle of switch mechanism.

Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.

Chesapeake Division

| Location | Switch | Note |
|------------------|--|------|
| Read | No. 2 Track to Fibre Processing Co. Track | 1 |
| Fulton-Edmondson | No. 4 to No. 5 Tracks 760 feet south of M.P. 98 (Electric lock on center lever) | 1 |
| Bowie | No. 3 Track to Crippled Car Track | 1 |
| Seabrook | No. 3 Track to Public Delivery Track | 1 |
| Washington | Union Market Yard | 1 |
| Washington | Bladensburg Road Crossover between No. 2 and No. 3 Tracks | 1 |

NOTE 1.—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient locations adjacent to switch.

Harrisburg Division

| Location | Switch | Note |
|---|---|------|
| Leaman | Facing and trailing hand-operated crossovers between No. 4 and No. 1 tracks | |
| Columbia Branch: Between Roy and State | Hand-operated switch, 530 feet east of MP-99, leading to west end Highspire yard | |
| | Hand-operated switch, 2350 feet west of MP-99, leading to east end Steelton yard | 1 |
| | Hand-operated switch, 150 feet east of fixed signal 962, leading to Middletown Siding | |
| Hyde | Main Track to Westward Industrial Track | 1 |
| Smith | Facing hand-operated crossover between No. 1 track and No. 2 track. Trailing hand-operated switch from No. 1 track to Siding | 1 |

NOTES:

- (1) Referring to Rule 502, the switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper it will be necessary for a period of approximately five (5) minutes and thirty (30) seconds to elapse before electric lock can be released. After electric lock releases step on bottom treadle to release handle of switch mechanism. Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.

1105-A1. (All Divisions) Spring Switches Located

New York Division

| Location | Normal Position | Route for Which Sprung | Note |
|--|---------------------|-------------------------------------|------|
| Sunnyside—Connecting Hump Track to Inbound Motor Track | Inbound Motor Track | Westward movements from Hump Track | |
| Karney—745 feet east of P. & H. Branch overhead bridge connecting Modoc Track to No. 0 Track | No. 0 Track | Westward movements from Modoc Track | 1 |

New York Division (Continued)

| Location | Normal Position | Route for Which Sprung | Note |
|---|--|---|------|
| Karny—2395 feet east of P. & H. Branch overhead bridge on west end of east cross-over between Modoc Track and No. 0 Track | No. 0 Track | Westward movements from Modoc Track | 1 |
| South Amboy Junction—Connecting yard to Secondary track | Secondary Track | Westward movements from yard | 2 |
| South Amboy Junction—Connecting secondary track to No. 2 Running Track | Secondary Track to No. 2 Running Track | Eastward movements from secondary track to secondary track | 2 |
| Deep Cut— | Secondary Track | Westward movement from No. 2 running track to secondary track | |
| East End— | Secondary Track | Eastward movement from No. 1 running track to secondary track | |
| OB—Connecting secondary track to No. 1 Running Track | Secondary Track to No. 1 Running Track | Westward movements from secondary track to secondary track | |
| Lead Switch, Kent—connecting lead track to main track | Main Track | Southward movements from lead track to main track | |

NOTE 1.—Eastward movements over spring switches at Karny must not be made with red light displayed on switch light, until switch points have been checked in proper position.

NOTE 2.—When spring switches at South Amboy Junction are hand-operated for movements to or from the yard, they must not be returned to normal position until movement has cleared signals governing movements in opposite direction.

Harrisburg Division

| Location | Normal Position | Route for Which Sprung | Note |
|--|---------------------------|--|------|
| Pennroad—South end of siding | Main track | Southward movement from siding | |
| Wood—South end of siding | Main track | Southward movement from siding | |
| Town—1485 feet north of M.P. 72 | Main track | Northward movement from siding | |
| Cumbo—Connection of No. 1 pull-out track and Secondary track | Secondary track | No. 1 pull-out | |
| York—1540 feet south of York Passenger Station | Frederick Secondary Track | Southward movement from Shed Track to Frederick Secondary Track | |
| York—1165 feet south of York Passenger Station | Grantley Industrial Track | Northward movement from Frederick Secondary Track to Grantley Industrial Track | |

Chestnut Hill

1105-B1. (Phila. Division) Power operated split switch derails on both No. 1 and No. 2 station tracks, located fifty feet east of home signals governing westward movement from station. These derails are normally set to derail a westward movement from the station and are controlled by the Interlocking Station. Each derail is equipped with a switch lamp for westward movement from the station displaying Purple (Stop) when set for derailing and Yellow (Proceed at Reduced speed) when set for a westward movement to proceed. Westward trains must not start from platform until Yellow aspect appears on switch lamp in addition to the home signal governing westward movement indicating other than Stop.

Eastward movement to station will trail through derail on either track in derailing position.

If any movement is stopped before entire train is clear of derail, the movement must not be reversed or slack taken.

Receiving or Discharging Traffic

1107-A1. (New York Division) Between Holmes and Dock, a passenger train, routed to a track which will result in a station stop for receiving or discharging traffic across a main track between that train and station platform, must stop as soon as known it is so routed and obtain assurance from operator that other trains involved will be notified of the stopping of that train on that track at the station, unless this assurance has been previously furnished in writing or by radio.

Track Assignments

1151-A1. Single Track (All Divisions)

New York Division

| Track | Between | And |
|---------------------------|---------|-----------|
| Princeton Branch | Nassau | Princeton |
| Jamesburg Branch | JG | Midway |
| Belvidere Delaware Branch | MG | G |

Philadelphia Division

| Track | Between | And |
|-----------------------|-------------------------------------|---|
| Grays Ferry Branch | Zoo | Arsenal |
| West Chester Branch | Media | End of Block Sign, West Chester |
| Trenton Branch | Dale | Glen |
| Pemberton Branch | Cooper | Pemberton |
| Bordentown Branch | Cooper Cooper | Minson Division Post (P.R.S.L.) |
| D.R.R.R. & B. Co. Br. | Divide | Division Post (P.R.S.L.) |
| Connecting Tracks | Jersey Jersey Jordan Hatch | Hatch Minson Pennsauken Divide |

Chesapeake Division

| Track | Between | And |
|-------------------------------------|--------------------------------|---|
| Northern Central Branch | B. & P. Jct. | Division Post (Hbg. Div.) |
| Porter Branch | Bank | Porter |
| Delmarva Branch | Davis | Cassatt |
| Columbia and Port Deposit Branch | Quarry West Rock McCalla | Tome Midway Division Post (Hbg. Div.) |

Harrisburg Division

| Track | Between | And |
|--|------------------------|--------------------------------------|
| Columbia Branch | Shocks | State |
| Northern Central Branch | Div. Post (Ches. Div.) | Cly |
| Cumberland Valley Branch | State | Town |
| Williamsport Branch (Main Line— Northern Division) | Rockville | Division Post (Northern Division) |

1151-B1. Two or More Tracks (All Divisions)
Current of traffic is as follows:

New York Division

| Main Line Between: | Track B | No. 4 Track | No. 3 Track | No. 2 Track | No. 1 Track | No. 0 Track | Track A |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|
| Harold and JO or C | | West'd Psgr. | East'd Psgr. | West'd Psgr. | East'd Psgr. | | |
| A and Hudson | | | | West'd | East'd | | |
| Hudson and Dock | | | West'd Psgr. | East'd Psgr. | East'd Psgr. | | |
| Dock and Hunter | | West'd Psgr. | West'd Psgr. | East'd Psgr. | East'd Psgr. | | |
| Hunter and Elmora | | West'd Psgr. | West'd Psgr. | East'd Psgr. | East'd Psgr. | | |
| Elmora and Union | West'd Psgr. | West'd Psgr. | West'd Psgr. | East'd Psgr. | East'd Psgr. | | East'd Psgr. |
| Edison and Lincoln | | | | | | East'd Frt. | |
| Union and Division Post (Phila. Division) | | West'd Psgr. | West'd Psgr. | East'd Psgr. | East'd Psgr. | | |
| Passaic and Harsimus Branch Between: Waldo and WA-3 | | | | West'd Frt. | East'd Frt. | | |
| Greenville Branch Between: Bay and Lane | | | | West'd Frt. | East'd Frt. | | |
| Perth Amboy and Woodbridge Branch Between: Union and WC | | | | West'd | East'd | | |
| Trenton Branch Between: Morris and Division Post (Philadelphia Division) | | | | West'd | East'd | | |

NOTE: Tracks are numbered from south to north or east to west.

NOTE—Within Dock Interlocking

Track 5—Westward Passenger

Track A—Eastward Passenger

Philadelphia Division

| Main Line Between: | No. 4 Track | No. 3 Track | No. 2 Track | No. 1 Track |
|--|---------------------------------|---------------------|---------------------|---------------------------------|
| Division Post (New York Division) and Zoo | Westward Passenger | Westward Passenger | Eastward Passenger | Eastward Passenger |
| Zoo (44th St.) and Overbrook | Westward Passenger | | Eastward Freight | Eastward Passenger |
| Overbrook and Glen | Westward Passenger | Westward Freight | Eastward Freight | Eastward Passenger |
| Glen and Downs | Westward Passenger | | Eastward Freight | Eastward Passenger |
| Downs and Park | Westward Passenger | Westward Freight | Eastward Freight | Eastward Passenger |
| Arsenal and Brill | Southward Passenger | | | Northward Passenger |
| Brill and Hook | Southward Passenger | Southward Passenger | Northward Passenger | Northward Passenger |
| Hook and Division Post (Chesapeake Division) | Southward Passenger | Southward Freight | Northward Freight | Northward Passenger |
| Branches D. R. R. & B. Co. Between: | | | Westward Passenger | Eastward Passenger |
| Shore and Jersey..... | | | | |
| Jersey and Divide..... | | | Southward Passenger | Northward Passenger |
| Chestnut Hill North Phila. and West End of Chestnut Hill Interlocking..... | | | Westward Passenger | Eastward Passenger |
| Suburban Line Zoo Int. 44th St. to 34th St.... | Westward Passenger | | Eastward Freight | Eastward Passenger |
| 34th St. OH. Br. and conn. with No. 1 and No. 4 River Line Via 36th St. tunnel..... | | Westward Passenger | Eastward Passenger | |
| Zoo (34th St.) and Broad..... | Westward Passenger | Westward Passenger | Eastward Passenger | Eastward Passenger |
| Broad (30th St. Station) Upper Level and Arsenal.. | 4M Track Southward Passenger | | | 1M Track Northward Passenger |
| River Line Zoo and Penn..... | Southward Passenger | | | Northward Passenger |
| Penn and Arsenal..... | Southward Passenger | | | Northward Passenger |
| 36th Street Connection Zoo (38th Street—connection with Suburban Line) and Penn (River Line)..... | Westward Passenger | | | Eastward Passenger |
| West Chester Arsenal Int. Station and Media..... | | | Southward Passenger | Northward Passenger |
| West Phila. Elevated Zoo and Brill..... | | Southward Freight | Northward Freight | |
| Delaware Extension Arsenal and End of Main Track (Broad St. overhead bridge)..... | | | Westward Freight | Eastward Freight |
| Schuylkill Valley and Man..... | | | Westward Passenger | Eastward Passenger |
| Trenton Division Post (New York Division) and Dale..... | | | Westward Freight | Eastward Freight |
| Philadelphia and Thorndale Dale and Thorn..... | | | Westward Freight | Eastward Freight |

NOTE: Tracks are numbered from south to north or east to west.

NOTE—Within North Philadelphia Interlocking; North Philadelphia Station tracks are designated:

Eastward Station, No. 1, No. 4 and Westward Station.

Within Penn Interlocking; 30th St. Station tracks, Lower Level, are designated:

Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.

Within Broad Interlocking; Suburban Station tracks are designated: 5, 6, 7,

8, 9, 10, 11, 12. 30th St. Station tracks, Upper Level, are designated: Nos. 1,

2, 1M, 4M, 3 and 4.

Chesapeake Division

| Between: Main Line | No. 4 Track | No. 3 Track | No. 2 Track | No. 1 Track |
|--|---------------------|----------------------------|----------------------------|--------------------------|
| Division Post (Phila. Div.) and Bell | Southward Passenger | Southward Freight | Northward Freight | Northward Passenger |
| Bell and Ragan | | Southward Passenger | Northward Passenger | |
| Ragan and Davis | Southward Freight | Southward Passenger | Northward Passenger | |
| Davis and Iron Hill | Southward Freight | Southward Passenger | Northward Passenger | Northward Freight |
| Iron Hill and North East | Southward Freight | Southward Passenger | Northward Passenger | |
| North East and Principio | | Southward Passenger | Northward Passenger | |
| Principio and Perryville | Southward Freight | Southward Passenger | Northward Passenger | Northward Freight |
| Perryville and Havre de Grace | | Southward Passenger | Northward Passenger | |
| Havre de Grace and Oak | Southward Passenger | Southward Freight | Northward Freight | Northward Passenger |
| Oak and Bush | Southward Passenger | Southward Freight | Northward Passenger | |
| Bush and Gunpow | | Southward Passenger | Northward Passenger | |
| Gunpow and River | Southward Passenger | Southward Freight | Northward Passenger | Northward Freight |
| River and Bay | Southward Passenger | Southward Freight | Northward Passenger | |
| Bay and Union Jct. | Southward Passenger | Southward Freight | Northward Passenger | Northward Freight |
| B. & P. Jct. and Fulton | | Southward Passenger | Northward Passenger | |
| Fulton and Winans | Southward Freight | Southward Passenger | Northward Passenger | Northward Freight |
| Winans and Vern | Southward Freight | Southward Passenger | Northward Passenger | |
| Vern and Landover | | Southward Passenger | Northward Passenger | Northward Freight |
| Landover and Division Post (W.T.) | | Southward Passenger | Northward Passenger | |
| Landover and Virginia | | Southward Freight | Northward Freight | |
| Virginia and Division Post (R.F.&P.) | | Southward Passenger | Northward Passenger | |
| Columbia & Port Deposit Branch Between: Perryville and Quarry | | | Westward Freight | Eastward Freight |
| Tome and West Rock | | | Westward Freight | Eastward Freight |
| Midway and McCall | | | Westward Freight | Eastward Freight |
| Shellpot Branch Between: Ragan and Bridge | | | Southward Freight | Northward Freight |

NOTE—Tracks are numbered from south to north or east to west.

Harrisburg Division

| Between: Main Line | No. 4 Track | No. 3 Track | No. 2 Track | No. 1 Track |
|---|--------------------|------------------|--------------------|--------------------|
| Park Interlocking Station and Cork eastward Interlocking Limits..... | Westward Passenger | | | Eastward Passenger |
| Cork Eastward Interlocking Limits and State..... | | | Westward Passenger | Eastward Passenger |
| Harris and Division Post (Allegheny Division) | | | Westward Passenger | Eastward Passenger |
| Eastward Limits Banks Interlocking and Division Post (Allegheny Div.).. | Westward Freight | Eastward Freight | | |
| Between: Branches | | | | |
| Atglen and Susquehanna Park and Wago Junction..... | | | Westward Freight | Eastward Freight |
| Columbia and Port Deposit Division Post (Chesapeake Division) and Port..... | | | Westward Freight | Eastward Freight |
| Columbia Cork and Cola..... | | | Westward Freight | Eastward Freight |
| York Haven Line Cly and Lemo..... | | | Westward Passenger | Eastward Passenger |
| Wago Junction and Cly..... | | | Westward Freight | Eastward Freight |
| Cly and Stell..... | Westward Freight | Eastward Freight | | |
| Lemo and Stell..... | | | Westward Freight | Eastward Freight |
| Stell and Day..... | | Westward Freight | Eastward Freight | Eastward Freight |

NOTE—Tracks are numbered from south to north or east to west.

Within Cork Interlocking; Lancaster Station tracks are designated: Westward Station and Eastward Station.

Within State and Harris Interlockings; Harrisburg Station tracks are designated: Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.

1151-C1. (New York and Chesapeake Divs.). Secondary Tracks of Assigned Direction

New York Division

| Track | From | To | Assigned Direction | Controlled by | Note |
|------------------|--------|------------|--------------------|---------------|------|
| Connecting Track | Q | Harold | Eastward | Q | 1 |
| Loop Track No. 1 | F | R | Eastward | R | 1 |
| Loop Track No. 2 | F | R | Eastward | R | 1 |
| Sub Track No. 1 | Q | F | Westward | Q | 2 |
| Sub Track No. 2 | Q | F | Westward | Q | 2 |
| Sub Track No. 3 | Q | F | Westward | Q | 2 |
| Sub Track No. 4 | Q | F | Westward | Q | 2 |
| Center St. Track | Hudson | Karny | Eastward | Hudson | 3 |
| Engine Track | Hudson | Karny | Eastward | Hudson | 3 |
| No. 0 Track | Hudson | Karny | Eastward | Hudson | 3 |
| Track A | WA-6 | WA-3 | Eastward | WA-6 | 4 |
| No. 0 Track | Union | Stiles St. | Eastward | Union | |
| No. 1 Bel-Del | Fair | MG | Northward | MG | 5 |
| No. 2 Bel-Del | MG | Fair | Southward | MG | 5 |

Notes

- Signal indication will be permission for westward movements.
- Eastward movements made on signal indication at F. To use this track at any intermediate point between F and Q permission must be secured from Q.
- Westward movements may be made on hand signal from Operator at Karny.
- Westward movement made on permission of Operator WA-6 or hand signal from Operator WA-3.
Trains or engines entering or leaving this track at intermediate points must obtain permission and report clear to WA-6.
- Signal indication at Fair or MG will be permission for movement on this track.

Chesapeake Division

| Track | From | To | Assigned Direction | Controlled by | Note |
|------------------|-----------------|--------------------------------|------------------------|---------------------------------------|--------|
| Shellpot No. 1 | Bridge | Bell | Northward | Yard Master; Northb'd Hump; Edge Moor | 1 |
| Shellpot No. 2 | Bell | Bridge | Southward | Yard Master; Northb'd Hump; Edge Moor | 1 |
| New Castle No. 4 | Bridge Virginia | Tasker Fourteenth St. Virginia | Southward Southward | Bridge Virginia | 2 4 |
| No. 1 | Fourteenth St. | Virginia | Northward | Virginia | 4 |

NOTE 1—Signal indication at Bell or Bridge is authority to operate via these tracks. Operator at Bell or Bridge must not admit a train to these tracks without authority from Yard Master at Northbound Hump. Edge Moor, Southward trains entering these tracks must stop clear of hand operated crossovers at Edge Moor for instructions. Northward trains entering these tracks at Bridge will be governed by written instructions delivered by the operator at Bridge.

NOTE 2—Signal indication at Bridge or Tasker is authority to operate via this track. Operator at Tasker must not admit a train to this track without permission from operator at Bridge.

NOTE 4—Signal indication at Virginia or 14th Street is authority to operate via these tracks.

1151-D1. (All Divisions). Secondary Tracks of No Assigned Direction

New York Division

| Track | Between | And | Controlled by | Note |
|----------------------|-----------------------|--|---------------|---------|
| Naught (W) | Millham | Fair | Fair | 1-5 |
| No. 5 (W) | Millham | Fair | Fair | 1-5 |
| Naught (W) | Morris | Grundy | Grundy | 1-5 |
| Grape Lead (W) | Hack | West Conn Naught Track | Hack | 1-5 |
| No. 1 Ice-House (W) | Grape Lead | Produce Yd. Lead | Karny | 2-5 |
| Produce Yd. Lead (W) | No. 1 Icehouse | Government Lead | Karny | 2-5 |
| Government Lead (W) | Lead | Karny | Karny | 1-2-5 |
| Naught (W) | East Conn Grape Lead | Karny | Karny | 5 |
| Set-Off (W) | WA-5 | WA-3 | WA-5 | 3-5 |
| Oak Island (W) | CY | WA-2 | WA-2 | 1-5-8 |
| Hightstown (W) | Conn. Amboy Sec. Trk. | End of Block (1380 feet west of K) | SA | 5-6 |
| Amboy (W) | SA | JG | SA | 1-5-6-7 |
| Set-Off (W) | WA-3 | WA-6 | WA-6 | 4-5 |
| Connecting (W) | No. 0 Track | Yard Running Track Edison | Lincoln | 1-5 |
| Middle Freehold (W) | Morris | MA | Morris | 1-5 |
| (E) | Conn. Amboy Sec. Trk. | End of Block Sign, 2745 feet east of Farmingdale | SA | 5-6 |
| Robbinsville (E) | BO | End of Track (4500 feet east of Windsor) | Fair | 5 |
| Bordentown (E) | BO | Fair | Fair | 1-5-6 |

(E)(W) indicates timetable direction from point first named.

NOTE 1—Where fixed signal governs movement, it will be the authority to occupy this track.

NOTE 2—Fixed signal indication for eastward movement to enter Government Lead will also be the authority to use Produce Yard Lead and No. 1 Ice-House.

NOTE 3—Westward movement from WA-5 made on hand signal from switch-tender; Eastward movement from WA-3 made on hand signal from operator.

NOTE 4—Westward movement from WA-3 made on hand signal from operator.

NOTE 5—When movement has been completed it must be reported clear except when clearing at an interlocking or block station.

NOTE 6—Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent; authority for movement of passenger extras must be in writing.

NOTE 7—In the application of Rule 361, crews of westward trains or engines, enroute to a point west of Midway, must report clear at GO, unless otherwise instructed. If instructed not to report clear at GO and stop signal is displayed at Midway or train stops at any point between GO and Midway, crew must immediately report train clear of GO to Operator SA.

Crews of westward trains or engines, enroute to any point east of Midway, must report clear at GO.

NOTE 8—Controlled by WA-3 when WA-2 is not in service and by WA-5 when WA-3 and WA-2 is not in service.

Philadelphia Division

| Track | | Between | And | Controlled by | Note |
|---------------|-----|---------|---|---------------|-------|
| Schuylkill | (W) | Man | End of track 2391 feet west of Mile Post 95 | Norris | 1-6 |
| Pomeroy | (S) | Pomeroy | End of track | Park | 1-4 |
| Chester Creek | (S) | Lamokin | Wawa | Lamokin | 1-4-5 |
| Octoraro | (S) | Wawa | Colora | Lamokin | 1 |
| Bordentown | (E) | Minson | BO | Jersey | 1-7 |

(E) (W) (N) (S) Indicates timetable direction, from point first named.

NOTES:

- (1) Authority for the movement of passenger extras must be in writing.
- (4) Rule 110 applies.
- (5) Southward signal indication at Lamokin is authority to operate to Upland.
- (6) Block Signal indication at Man is authority to operate via Schuylkill Secondary track.
- (7) Block signal indication at Minson, MJ and BO is authority to operate via Bordentown Sec. Track.

Chesapeake Division

| Track | | Between | And | Controlled by | Note |
|------------------|-----|-----------------------------------|---|---|-------------|
| B | (N) | Landlith | Bell | Bell for Yd. Mstr., North- bound Hump, Edge Moor | 2 |
| No. 0 | (N) | Landlith | Edge Moor | Wilmington | 1 |
| Meat House | (S) | Wilmington | West Yard | Wilmington | 3 |
| No. 1 | | Bay | River | Bay | 5 |
| Western Maryland | (W) | Eager St. (Overhead Bridge) | Hillen Jet. | Union Jct. | 8-10 |
| Pope's Creek | (S) | Bowie | Pope's Creek | Bowie | 8-9- 13 |
| No. 1 | (N) | Anacostia | Landover | Yd. Mstr., Benning | 6 |
| No. 4 | (S) | Deanwood | Anacostia | Yd. Mstr., Benning | 7 |
| Chestertown | (S) | Mass | Chestertown | Clayton | 8-16 |
| Centreville | (S) | Townsend | Centreville | Clayton | 8-16 |
| Oxford | (S) | Clayton | Cross | Clayton | 8-16 |
| D M & V | (S) | Harrington | Court | Harrington | 8-14 |
| D M & V | (S) | Court | Snow Hill | Harrington | 8 |
| Cambridge | (S) | Seaford | Tank | Seaford | 8 |
| Crisfield | (S) | Kings Creek | Field | Cassatt | 8-15- 17 |
| Pocomoke | (S) | Cassatt | End of Block 435 feet north of Mile Post 89 | Cassatt | 8-12- 15 |

(N) (S) (E) (W) Indicates timetable direction from point first named.

NOTE 1—Signal indication to enter 0 track at Landlith is authority to operate to north end of this track.

Trains clearing 0 track between Landlith and Edge Moor must report clear to operator at Wilmington.

NOTE 2—Signal indication at Landlith or Bell is authority to operate via B track to a point clear of hand operated switch located 40 feet south of Edge Moor passenger station. Operator at Bell must not admit a train to B track without permission from yard master at Northbound Hump, Edge Moor. Operator at Wilmington must not admit a train to B track without permission from operator at Bell.

A train entering or leaving B track at Edge Moor must secure permission from and report clear to operator at Bell.

NOTE 3—Signal indication at Wilmington or West Yard is authority to operate via Meat House track.

NOTE 5—Signal indication at River or Bay is authority to operate via No. 1 secondary track.

NOTE 6—Signal indication at Anacostia is authority to operate via No. 1 secondary track.

NOTE 7—Signal indication at Anacostia is authority to operate via No. 4 secondary track.

NOTE 8—Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent; authority for movement of passenger extras must be in writing.

NOTE 9—Controlled by Odenton when Bowie is not in service.

NOTE 10—Westward trains will not report clear at Hillen Junction, but eastward trains will report clear at end of block sign (Eager Street Overhead Bridge).

NOTE 12—Signal indication at Cassatt is authority to operate via Pocomoke Secondary track.

NOTE 13—Signal indication at Bowie is authority to operate via Pope's Creek Secondary track. Pope's Creek Secondary track between Bowie and Lothair controlled by operator at Odenton, when Bowie is closed.

NOTE 14—Signal indication at Harrington is authority to operate via D. M. & V. Secondary track.

NOTE 15—Crisfield & Pocomoke Secondary tracks controlled by Delmar (Seaford when Delmar is closed), when Cassatt is closed.

NOTE 16—Controlled by Harrington when Clayton is not in service.

NOTE 17—Controlled by Seaford when Delmar Train Order Office is not in service.

Harrisburg Division

| Track | | Between | And | Controlled by | Note |
|-------------|-----|---|---|------------------|-------|
| Loucks | (E) | Loucks | Connection with the east end of Loucks No. 1 Yard track | Yd. Master, York | |
| Frederick | (S) | York | Frederick | York | 5 |
| Lebanon | (E) | Conewago | 9th St. Lebanon | State | 4 |
| Lemoyne | (S) | Lemo | Camp | Lemo | 4 |
| Dillsburg | (S) | Dillsburg | | | |
| Waynesboro | (S) | Junction | End of track | Lemo | 4 |
| Mercersburg | (W) | Wood | End of track | Pennroad | 4 |
| Winchester | (S) | South Penn | | | |
| Cumbo | (S) | Junction | End of track | Pennroad | 4 |
| | | Town | Winchester | Hager | 3-5 |
| | | Connection with Winchester Secondary Track | Cumbo Yard | Hager | 1-2-4 |
| New Holland | (W) | End of track } 2640 feet east } M.P. 18 | Cork | Cork | 4 |

(E) (W) (N) (S) Indicates timetable direction, from point first named.

NOTES:

- (1) Authority for the movement of passenger extras must be in writing.
- (2) Trains entering Security Lime Company track must report clear. The arrival of southward movements at Cumbo must be reported promptly to operator Hager.
- (3) Fixed signal indication in lieu of verbal permission will be used at Hager.
- (4) Rule 110 applies.
- (5) Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent; authority for the movement of passenger extras must be in writing.

1151-E1. Employees in Charge of Sidings of Assigned Direction (All Divisions)

| Siding | Employee in charge | Note |
|--|------------------------|------|
| Jamesburg—Eastward | Operator at SA | |
| Siding between Switch 2 and Switch 5, Phillipsburg—Northward | Operator at G | |
| Wood—Southward | Pennroad | |
| Town—Northward | Town | |
| Woodberry—Eastward | Yard Master Mt. Vernon | |
| Timonium—Eastward | Operator B & P Jct. | |
| Harrington—Southward | Operator Harrington | |
| Harrington—Northward | Operator Harrington | |

Siding must not be used without permission from designated employee.

NOTE 1—Fixed signal will be used in lieu of verbal permission.

1151-E2. Employees in Charge of Sidings of No Assigned Direction. (Phila. & Harrisburg Divisions.)

| Siding | Employee in charge | Note |
|---|--------------------|------|
| Oaks, Spring City, Look, Shoemakersville, Hamburg | Norris | |
| Dale | Thorn | |
| Shocks | Cola | 1 |
| Cly | Cly | 1 |
| Carlisle | Lemo | |
| Spring | Pennroad | |
| Pennroad | Pennroad | 1 |
| Greencastle | Town | |
| Hager | Hager | 1 |
| Pot | Hager | |
| Middletown | State | 1 |
| Rockville | Rockville | 1 |

Sidings listed will not be used without permission from designated employee.

NOTE 1—Fixed signal will be used in lieu of verbal permission.

1151-F1. (Phila. & Harrisburg Divs.) Running Tracks of Assigned Direction

Philadelphia Division

| Track | From | To | Assigned Direction | Controlled by | Note |
|-------|------|-------|--------------------|---------------|------|
| No. 5 | Caln | Thorn | Eastward | Thorn | 1 |

NOTE:

- (1) Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

Harrisburg Division

| | | | | | |
|---------------------------------|-----------------|--|----------|------------------------------------|--------|
| Eastward | Rockville | Maclay St. | Eastward | Yard Master Reily | 1-4 |
| Westward | Maclay St. | Rockville | Westward | Yard Master Reily | 1-4 |
| No. 11 | Maclay St. | Harris | Eastward | Harris | 1 3 |
| No. 12 | Harris | Maclay St. | Westward | Harris | 1 3 |
| G | Day | Connection with No. 4 Running track, east end Marysville | Westward | Day | 2-4 |
| No. 44 | Electric Pit | East End Yard Office | Eastward | Asst. Yard Master E. B. Hump | 1 |
| Westward | East-bound Hump | 23-B | Westward | Asst. Yard Master E. B. Hump Enola | 1 |
| Eastward | 111-B | 23-B | Eastward | Switch Tender 111-B | 1 |
| Westward | 23-B | West End Enola | Westward | Asst. Yard Master West End Enola | 1 |
| High Line | 23-B | W-11 | Westward | Asst. Yard Master W. B. Hump Enola | 1 |
| No. 2 in Receiving Yard | 4-B | W-11 | Westward | Asst. Yard Master W. B. Hump Enola | 1 |
| No. 1 & No. 2 in Receiving Yard | 111-B | Brick Office | Eastward | Asst. Yard Master E. B. Hump Enola | 1 |
| D | West End Enola | Banks | Westward | Asst. Yard Master West End Enola | 1 |

Harrisburg Division (Continued)

| Track | From | To | Assigned Direction | Controlled by | Note |
|-------|------------------|-------|--------------------|------------------------------------|------|
| C | West End Enola | 111-L | Westward | Asst. Yard Master West End Enola | 1 |
| B | Rockville Bridge | 111-B | Eastward | Rockville | 1 |
| No. 4 | Rockville | Banks | Westward | Day | 1 |
| A | Banks | 111-B | Eastward | Asst. Yard Master E. B. Hump Enola | 1 |

NOTES:

- (1) A fixed signal, or a hand signal from a switch tender routing to a running track will convey authority to move on that track.
- (2) Westward movements made on signal indication at Day must stop east of hand-operated switches connecting F, H and K Yard tracks with Running track G at ramp opposite westbound hump yard office and must not move west of these switches without permission from Day. Permission must be obtained from Day to use this track at any point between Day and connection with No. 4 Running track, east end Marysville.
- (3) Movements must be made prepared to stop short of stored cars.
- (4) Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

1151-G1. (All Divisions) Running Tracks of No Assigned Direction

New York Division

| Track | Between | And | Controlled By | Note |
|---------------------------------------|--|--|---------------------------|------|
| Nos. 5-6-9-10 | At Hudson | | Operator Hudson | 1 |
| Center Street (W) | Hudson | Center Street Movable Bridge Lane | Operator Hudson | 1 |
| No. 5 (W) | Hunter | Linden Park Yard | Operator Hunter | |
| Naught (W) | Elmora | Raritan Arsenal | Operator Elmora | 1 |
| Arsenal (N) | Lincoln | County | Operator Lincoln | 1 |
| No. 5 (W) | Baldwin St. Yard | East Millstone | Operator County | 1 |
| Millstone (W) | County | Rocky Hill | Operator County | 1 |
| Rocky Hill (W) | Midway | East End of Coalport Yard | Operator Midway | 1 |
| Eastward (W) | Millham | East End of Coalport Yard | Operator Millham | 1 |
| Westward (W) | Old Cabin E | East End Waldo Ave. Yard | Yard Master Har. Cove | |
| Engine (W) | Hudson St. Conn. | West End Waldo Ave. Yard | Yard Master Har. Cove | |
| No. 1 (W) | Connection to Engine Track | Waldo | Operator Waldo | 1 |
| (Waldo Ave. Yd.) | West End | | | |
| Running (W) | Waldo Ave. Yard | | | |
| No. 6 Elevation (E) | Brunswick Street | Henderson Street | Yard Master Har. Cove | 1 |
| Cove (W) | Harsimus Cove | Harsimus Cove | Yard Master Harsimus Cove | 1-2 |
| | Brunswick St. (Harsimus Cove) | Waldo | Operator Waldo | 1 |
| Susquehanna (E) | East End Marion | Eastward Main, NYS & WRR | Operator Waldo | 1 |
| Morris (W) | Hack | Crossover 100 feet east of east end of cabin track | Yard Master Meadows | 1 |
| | | Karny | Operator Karny | 1 |
| Morris (W) | Crossover 100 feet east of east end of cabin track | Connection with Naught Track | Operator Karny | 1 |
| Modoc (E) | Karny | No. 1 Office Meadows | Yard Master Meadows | 1 |
| No. 7 Old Receiving Yard —Meadows (E) | Karny | | | |
| Old Eastward New York (E) | WA-5 | WA-2 | Yard Master WA-5 | 1 |
| Bay Line R.R. Speedway (W) | WA-5 | WA-6 | Yard Master WA-4 | 1 |
| Naught (W) | WA-5 | WA-6 | Yard Master WA-5 | 1 |
| Running 1 (W) | WA-5 | WA-6 | Yard Master WA-4 | 1 |
| Float Running No. 1—Greenville (E) | Greenville Yard | Connection No. 11 Track Departure Yard Greenville | Yard Master Greenville | 1 |
| Departure Yard Lead | Greenville Yard | | Yard Master Greenville | 1 |
| Southwest Lead | Greenville Yard | | Yard Master Greenville | 1 |

New York Division (Continued)

| Track | Between | And | Controlled By | Note |
|---|--|--|-------------------------------------|--------|
| WC-Perth Amboy (W) Yard Running (Via Loop) (E) | WC | End of Track | Operator WC | 1 |
| Inward track of Fairless Spur (E) | Edison No. 1 Trenton Branch | Kilmer U.S. Steel Co. private tracks | Operator Lincoln Operator Morris | 1 1 |
| Outward track of Fairless Spur (E) | No. 1 Trenton Branch | U.S. Steel Co. private tracks | Operator Morris | 1 |
| No. 7 "C" Yard Morrisville (E) | West End "C" Yard | East End "C" Yard | Yard Master Morrisville | 1 |
| W-4 (E) | West End "B" Yard | East End "B" Yard | Yard Master Morrisville | 1 |
| Eastward Running (E) | East End East- ward Receiving Yard | East End "A" Yard | Yard Master Morrisville | 1 |
| No. 12—South Amboy (E) | Connection to Secondary Track | Yard Office | Yard Master South Amboy | 1 |
| No. 1 Running (E) | OB | East End | Operator SA | 1 |
| No. 2 Running (W) | CQ | Deep Cut | Operator SA | 1 |
| Running (W) | Coalport | Hamilton Avenue | Operator MG | 1 |
| Naught (E) | Coalport | East Trenton | Yard Master Coalport | 1 |
| Flemington (N) | Lambertville | Flemington | Operator MG | 1 |
| Lead (S) | Phillipsburg Yard | Lead Switch Kent | Yard Master Phillipsburg | 1 |
| No. 7 Upper Yard Phillipsburg (N) | No. 1 Switch Cabin | No. 3 Switch Cabin | Yard Master Phillipsburg | 1 |
| Old Main (N) | Kent | Switch 6 Phillipsburg | Yard Master Phillipsburg | 1 |
| No. 1 Lower Yard Phillipsburg (N) | Kent | Yard Office | Yard Master Phillipsburg | 1 |

(E) (W) (N) (S) Indicates timetable direction from point first named.

Note 1—Permission must be secured, or proper signal indication received, to use these tracks at any point. When movement has been completed it must be reported clear except when clearing at an interlocking or block station.

Note 2—During the hours there is no Switchtender on duty at Brunswick Street, eastward trains and engines must stop clear of all switches at that point and call Yard Master at No. 10 Office for instructions. Eastward trains and engines using Cove running track. Waldo to Brunswick Street, must advise operator at Waldo when clear of this track at Brunswick Street. Westward trains and engines must stop clear of all switches at Brunswick Street and obtain permission from operator at Waldo to proceed west of that point.

Philadelphia Division

| Track | Between | And | Controlled By | Note |
|---------------------------------|--|--|--|---------------|
| Port Richmond (W)..... | Conn. with Rdg. Co. at Belgrade Street | Conn. with DRRR. & B. Co. Branch | Yardmaster Frankford Jct. | 1 |
| No. 15 (W).... | 42nd St. Overhead Bridge | Overbrook | Overbrook | 1-9- 10-11 |
| No. 14 (E).... | Overbrook | 44th St. Overhead Bridge No. 3.23 | | 1-8-11 |
| Eastward Jersey (E).... | 42nd St. Overhead Bridge 3.03 | Zoo (East End Mantua) | | 1-11 |
| Belmont (N)... | Zoo (Connection with West Phila. Elev. Branch) | Belmont (Reading Co.) | Train Director at Zoo | 1 |
| Westward Jersey (W).... | Zoo (East End Mantua) | M-1 | | 1-11 |
| Westward (W)... | Zoo (Connection with West Phila. Elev. Branch) | 42nd St. Overhead Bridge 3.03 | | 1-11 |
| Eastward (E)... | M-1 | Zoo (Connection with West Phila. Elev. Branch) | | 1-11 |
| Eastward Belt (E)..... | 150 feet east of 52nd St. U. G. Bridge 4.06 | Connection with No. 14 (4000 feet east of 52nd St. U. G. Bridge 4.06) | Yard Master 44th St. (Yard Master Margie phone 2046 when 44th St. Yard Office is closed) | 1-12 |
| No. 5 (River Line) (S)..... | Penn Interlocking | Shifting track | Train Director Penn | 1 |
| No. 11 (River Line) (S)..... | Penn Interlocking | South End Mail House | | 1 |

Philadelphia Division (Continued)

| Track | Between | And | Controlled By | Note |
|---------------------------------|--|--|---|------|
| Fort Washington (E)..... | Connection with Chestnut Hill Branch | End of track 1.6 miles east of Allen Lane | North Philadelphia | 6 |
| Shifting (S)..... | Walnut Street Overhead Bridge | Arsenal | Arsenal | 1 |
| Naught (S)..... | Grays Ferry Yard | Brill | Yardmaster Grays Ferry Yd. | 1 |
| 60th Street (S) .. | Connection with Naught track north of Brill | Connection with Chester and Phila. track south of Fort Mifflin | Brill | 1-2 |
| Chester and Phila. (S)..... | Connection with 60th St. track south of Fort Mifflin | Center of Island Road | | 1-4 |
| Chester and Phila. (S)..... | Center of Island Rd. | Market St. Chester | Asst. Yardmaster Eddystone. Yardmaster Thurlow when Eddystone is closed | 1-4 |
| Naught (N)..... | Hook | Trainer | Yardmaster Thurlow | 1-5 |
| Newtown Sq. (S)..... | Connection with No. 2 track (Fernwood) | A point 1350 feet south of Eagle Rd. | Media | 1 |
| Naught (N)..... | 550 feet north of Wawa Passenger Station | Conn. with Chester Creek Secondary Track | | 1 |
| Octoraro (S)..... | 550 feet north of Wawa Passenger Station | Conn. with Octoraro Secondary Track | | 1 |
| Station (S)..... (West Chester) | End of Block Sign | End of track | | 1-3 |
| Fraser (E)..... | Fraser | West Chester Market St. | Thorn | 1 |
| No. 1 Thorofare (E) .. | Stadium | Spring switch leading to B.&O.R.R. | Stadium | 1 |
| No. 2 Thorofare (W) | Spring switch leading to B.&O.R.R. | Stadium | | 1 |
| Westward Engine (W)..... | South Phila. Engine House | Stadium | | 1 |
| Westward Engine (W)..... | Greenwich Hump | South Phila. Engine House | Yardmaster Greenwich Hump | 1 |
| Running (E)..... | Ford Street | Norris | Norris | 1 |
| Norris (E)..... | Norris | Earnest including Wye tracks | | 1 |
| No. 1 (W) | Ivy Rock | 3025 feet west M.P. 17 | | 1 |
| No. 2 (W) | 3025 feet west M.P. 17 | Haws Ave. | | 1 |
| Devault (W)..... | Phoenixville | Devault | Cooper | 1 |
| Dix (S)..... | Pemberton | Camp | | 1 |
| Medford (S)..... | Mt. Holly | Medford | | 1 |
| Klinkora (S)..... | Lewis | 2000 feet south Columbus | | 1 |
| No. 1 Running (E)..... | 816 feet east of Cooper | Hatch | | 1 |

(S) (N) (E) (W) Indicates timetable direction from point first named.

Note 1—Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

Philadelphia Division (Continued)

Note 2—When yardmaster cannot be contacted promptly, southward movements may report clear of Naught track to operator Brill who will advise yardmaster as soon as practicable. Northward movement, in addition to securing permission from yardmaster Grays Ferry to proceed on Naught track, must also advise Brill of movement to be made before fouling Naught track.

Note 3—Block indication to southward passenger trains leaving Media will also convey authority for that train to use station track at West Chester.

Note 4—Bell Telephone (LEhigh 4-8933) located in "T" box at Island Road.

Note 5—When yardmaster cannot be contacted promptly, northbound movements may report clear to operator Hook who will advise yardmaster as soon as practicable.

Note 6—Operator at North Philadelphia must not admit a train to this track without authority of the train dispatcher.

Note 8—Proceed signal indication at Overbrook is authority for eastward movement on No. 14 Running track to east side of 44th Street O. H. Bridge No. 3.23.

Note 9—Proceed signal indication at Overbrook is authority for eastward movement on No. 15 Running track to signal located at 52nd Street.

Note 10—Proceed signal indication at 52nd Street is authority for eastward movement on No. 15 Running track to east side of 44th Street O. H. Bridge No. 3.23.

Note 11—A hand signal to proceed from Switchtender at M-1 when on duty will convey authority for movement on track to which routed.

Note 12—Yard Master 44th Street on duty 3.59 P.M. to 11.59 P.M., Monday to Saturday. 11.30 P.M. Sunday to 7.30 A.M. Monday.

Harrisburg Division

| Track | Between | And | Controlled By | Note |
|--|---|---|---------------|------|
| York (N)..... | End of track— 1300 feet south of Mile Post 1 | York | York | 1 |
| Camp (S)..... | Crossover 1200 feet north Mile Post 6 | Connection with Main Track Dillsburg Jct. | Lemo | 1 |
| | Town | A point 3985 feet south of Town | Town | 1 |
| Hagerstown (S).. | A point 3895 feet south of Town | Hager | | 1 |
| Run-Around (South leg of Wye) (N)..... | Winchester Second- ary Track 2895 feet south of Hager | Brick Yard Tracks | Hager | 1 |
| Union Bridge (S) | Keymar Siding | Union Bridge | York | |

(S) (N) (E) (W) Indicates timetable direction from point first named.

Note 1—Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

Chesapeake Division

| Track | Between | And | Controlled by | Note |
|------------------------------------|---|--|--|------|
| South Wye (S) | Landlith | North Switch, Wreck Train track | Wilmington | |
| Outbound (N) | Cabin track | 12th Street Edge Moor | Asst. Yardmaster, South End Edge Moor | 3 |
| Inbound (S) | 12th St. Edge Moor | Cabin track | Asst. Yardmaster, South End Edge Moor | 3 |
| Bear Creek (S) | Canton Jct. | Union Crossing | Yardmaster, Highland Yd. | |
| Bear Creek (S) | Union Crossing | End of Track | Yardmaster, Canton | |
| No. 1 (E) | Hillen Jct. | Madison St. | Union Jct. | 6 |
| Mt. Vernon (W) | B & P Jct. | Mt. Vernon | B & P Jct. | |
| Claremont (S) | Jct. with No. 1 track, Frederick Road | Claremont | Yardmaster, Gwynns Run | |
| Catonsville (S) | Jct. with No. 4 track, Frederick Road | Catonsville | Gwynn | |
| Ft. Geo. G. Meade (S) | Odenton | Ft. Geo. G. Meade | Odenton | 1 |
| Rosslyn (S) | South End | Pentagon | Yardmaster, Benning | |
| Newark and Delaware City (S) | Porter | 2463 ft. south of State Route 9 crossing at Reybold | Tasker | |
| Oxford (S) | Cross | End of track 3023 feet south of Mile Post 45 | Clayton | |

Chesapeake Division (Continued)

| Track | Between | And | Controlled by | Note |
|----------------|--|------------------------------------|---|------|
| Denton (E) | End of track Queenstown | Denton | Clayton | |
| McDaniel (E) | McDaniel | Easton Jct. | | |
| Milton (S) | Ellendale | Milton | Harrington | |
| Rehoboth (S) | Georgetown | Rehoboth | | |
| Ocean City (E) | Berlin | West Ocean City | Seaford | |
| Cambridge (S) | Tank | Cambridge | | |
| Vienna (E) | Preston | Vienna | Delmar | |
| Mardela (W) | Salisbury | Hebron | | |
| Willard (E) | Salisbury | End of track, Pittsville | Cassatt | 5 |
| Capes (S) | End of Block, 435 feet north of Mile Post 89 | 2491 feet south of Mile Post 92 | | |
| Kiptopeke (S) | Capes | Kiptopeke | Yardmaster at Little Creek between 7.01 A.M. and 10.59 P.M. | 4 |

(N) (S) (E) (W) Indicates timetable direction from point first named.

NOTE 1.—Trains operating between Odenton and Fort Geo. G. Meade will be governed as follows:

Signal indication at Odenton is authority to operate to Fort Geo. G. Meade.

Trains operating from Fort Geo. G. Meade to Odenton must secure permission from operator at Odenton before proceeding.

Southward—When entire train has operated clear of the south end of Kelly track, conductors or enginemen must report clear to the operator at Odenton.

Trains having cleared on Kelly track for the purpose of clearing the Fort Geo. G. Meade track must report clear to the operator at Odenton.

NOTE 3.—All movements from Cabin track to 12th St. will use Outbound track; movements from 12th St. to Cabin track will use Inbound track. Inward movements on Outbound track or outward movements on Inbound track must obtain authority from Asst. Yardmaster, south end Edgemoor Yard.

NOTE 4.—Operator at Cassatt (Delmar or Seaford when Cassatt is closed) must not admit a train to this track without authority of yardmaster at Cape Charles. Except between 7.01 A.M. and 10.59 P.M. when yardmaster at Little Creek is in charge.

NOTE 5.—Operator at Cassatt must not admit a train to this track without authority of Train Dispatcher at Baltimore.

NOTE 6.—Signal indication at Hillen Junction is authority for eastward trains to operate over No. 1 Running track to Madison Street. When entire train is clear of east end of Running track, Conductors or Enginemen must report clear to the Operator, Union Junction.

Before proceeding west on No. 1 Running track from Madison Street to Hillen Junction permission must be secured from Operator, Union Junction.

Movement of Trains

Application of Rule 152—State of New Jersey

1152-A1. (New York and Phila. Divs.). In accordance with New Jersey Board of Public Utility Commissioners Order of January 12, 1966; in the application of Rule 152 and the Notes to Rule 99, in regard to flag protection, the following instructions are in effect in the State of New Jersey: When a train crosses over to or obstructs another track, it must first be protected as prescribed by Rule 99, except where Rule 605 is in effect.

1151-G2. (Phila. Division) B.&O. No. 3 and No. 4 Yard Tracks Penrose—Stadium

B. & O. No. 3 and No. 4 Yard Tracks, between Penrose Interlocking and Stadium Block and Interlocking Station in charge of operator Stadium.

Mail Catchers

1153-A1. (New York Division). Mail catchers must not be carried in door post fittings on postal cars between Newark and Harold.

PASSENGER TRAIN OPERATION

Testing Air Brakes.

1154-A1. (New York Division). Referring to Instruction 9-c—Brake and Train Air Signal Instructions (99-D-1), enginemen receiving M.P. 261-C in duplicate from car-inspector after brake test has been completed in Sunnyside will deliver one copy to conductor at New York.

1154-A2. (New York Div.) All engine crews operating in passenger service, when moving between Sunnyside Enginehouse and Yard, after arrival at signal for reverse movement, will change to leading end of engine for reverse movement to enginehouse or train.

1154-A3. (New York Div.) In the movement of MU equipment, the Engineman must operate from the leading control station of leading car in direction of movement except as follows:

1. In Penna. Station, N. Y., Engineman must operate from control station on nearest operable car in direction of movement. If there is no operative control station on lead car, a member of crew will protect movement.
2. At the MU Yard, East Side Barracks, Trenton, N. J., for purpose of switching only MU cars may be operated from other than leading car doing so consistent with the rules.

1154-A4. (New York Div.) Door of occupied passenger cars must not be locked, preventing passengers from moving from the coaches to the Diner or other portions of the train.

Front and rear end doors must be closed and locked on P. A. T. H. R. R. trains.

Steam in Engine Boilers and Steam-line of Trains.

1154-A5. (New York Div.) Heating and Ventilating Systems for Passenger Trains, Instructions No. 103-B; Air Conditioning Systems for Passenger Trains, No. 213-B; Book No. 204 and Electrical Operating Instructions C.T. 290, in effect, except as otherwise provided.

1154-A6. (New York Div.) When steam is necessary, and between October 1st and April 15th, the following will be in effect:

Westward Trains

Sunnyside Yard:

(a) Steam heat boiler must be in service before leaving engine house storage yard. When maximum boiler pressure has been obtained, open main steam heat valve wide. Vent condensation by blowing steam through both the front and rear end valve. Leave end valve cracked open. Maintain boiler on low flame or steam generator enroute to train.

(b) Before coupling to train, maximum boiler pressure must be obtained to clear train steam line of condensation after coupling.

(c) Maintain maximum boiler pressure and do not extinguish fire in boiler until after leaving F Interlocking Station and scavenge firebox of gases prior to entering East River Tunnel.

Fire in boiler must be extinguished between East Portals of East River Tunnels and West Portals of North River Tunnels, excepting: P. R. R. A. C. electric engines may fire boiler in low flame in A Yard, New York, to blow out steam pipes to prevent freezing.

(d) Locomotives equipped with Vapor steam generator shall be prepared as outlined in paragraphs (a) and (b) above and the Vapor steam generator is to be operated continuously from Sunnyside Yard.

(e) Light engines enroute from Sunnyside Yard for service from New York or beyond must be prepared as outlined in paragraphs (a), (c) and (d).

(f) Pullman, dining car and M. of E. employes, Sunnyside Yard, must adjust heating apparatus prior to departure to maintain authorized temperature to New York.

Pennsylvania Station, New York:

(g) Station Steam Plant must be coupled to trains when weather conditions necessitate, and train steam line cleared of condensation prior to departure.

(h) Rear trainman must ascertain from M. of E. employes that the steam pipe end valve at rear of train is properly adjusted to vent condensation before leaving Pennsylvania Station, New York. Train, Express, Pullman and Dining Car employes must know steam admission valves are closed leaving Pennsylvania Station, New York.

(i) Car Service Employees must adjust heating apparatus on trains turning at New York to maintain authorized temperature during layover.

Between North River Tunnel and Holmes:

(j) Fire in steam heat boiler must be immediately relighted after engine passes west portal of North River Tunnel and as soon as 175 pounds steam pressure has been attained, open main steam heat valve wide.

(k) At Newark rear train line end valve on trains shall be adjusted to vent condensation.

With steam issuing from rear train line end valve at Newark, steam may be admitted to radiators in cars on rear half of train, and forward half after passing Elizabeth.

(l) In event train steam line becomes waterlogged or does not clear of condensation prior to passing Elizabeth, Rear Trainman must signal Engineman [Rule 16 (j)] for additional steam pressure and arrange to have Conductor notified and latter must arrange to have all train steam pipe end valves examined to definitely determine they are wide open, also all steam admission valves closed, and if this does not result in steam reaching rear end of train within reasonable time, Conductor must treat situation same as other irregularities, and if necessary, stop train at convenient point to locate and correct trouble before steam heat system freezes or causes discomfort to passengers. In mild weather, and when no steam is necessary, steam may be shut off; and boilers on electric engines shut down upon authority of the train conductor.

(m) Rear trainman, during periods of severe cold weather, must open rear train steam pipe end valve at convenient locations enroute to insure keeping train steam line clear of condensation.

(n) In absence of steam pressure at rear train steam pipe end valve, Rear trainman must promptly signal Engineman [Rule 16(j)] for increased steam pressure, advising Conductor at first opportunity.

Eastward Trains

(o) Steam pressure must be maintained in train steam line and fire not extinguished until passing Portal Interlocking Station, when main steam heat valve must be closed, fire extinguished and fire box scavenged of gases before entering North River Tunnel. In mild weather, and when no steam is necessary, steam may be shut off; and boilers on electric engines shut down upon authority of the train conductor.

(p) Between East River portals and storage tracks, Sunnyside Yard, steam heat boilers must be put in service and maximum pressure turned back to train.

(r) Conductors must advise Train Dispatcher, New York, by wire from first convenient point, of failure to properly heat train and cause. Locomotive equipped with vapor steam generator will be operated continuously until disposal of locomotive.

1154-A7. (New York Div.) New Haven R. R. Trains.

Pennsylvania Station, New York:

(s) New Haven R. R. engines must have steam heat boilers put in service on layup track, track 5, A Yard, in sufficient time to procure maximum steam pressure prior to departure from that point preparatory to coupling to train.

(t) Fire in steam boiler must be extinguished and fire box scavenged of gases prior to leaving layup track, track 5, A Yard, and promptly relighted after leaving East River Tunnel.

(u) Rear train steam pipe end valve must be wide open and steam admission valves in all cars must be closed leaving Pennsylvania Station and latter remain closed until after train steam line is cleared of condensation and rear train steam pipe end valve is adjusted to vent condensation enroute, after which steam may be admitted to radiators to heat cars, commencing with rear car.

(v) Fire in steam heat boiler must be extinguished and fire box scavenged of gases prior to entering the East River Tunnel.

1154-A8. (New York Div.) Temperature signs will be displayed at the following locations:

| | |
|---------------------|--------------------------|
| Sunnyside Yard..... | Crew Dispatcher's Office |
| New York..... | Crew Dispatcher's Office |
| Newark..... | Station Master's Office |
| Trenton..... | Station Master's Office |

Car Windows in Tunnels.

1154-A10. (New York Div.) Windows of cars occupied by passengers must be arranged as follows:

CLOSED.—On trains enroute to New York.

MAY REMAIN OPEN IN WARM WEATHER.—On trains from New York.

Trainmen of eastward trains when approaching North River Tunnel and westward trains when approaching East River Tunnel must announce "Please close windows—train is approaching Tunnel."

Eastward Long Island trains in East River Tunnels—east end car doors to remain open (or partially open) in warm weather.

Train Announcements—Station Announcements

1154-A11. (New York and Phila. Divs.) Trainmen approaching Newark must make the following announcements:

Eastward Uptown Trains—"Newark, change for Jersey City and Hudson Terminal."

Westward Trains—"Newark, change for (name advertised connecting stations)."

Westward P. A. T. H. R. R. Trains—"Newark, all change. Use ramps for Pennsylvania Trains."

Announcements must be made in each car before train departs from Suburban Station and between Suburban Station and 30th St. Sta., Phila., to enable passengers who have boarded wrong train to transfer.

The same announcements must be made on all trains between 30th St. Sta., Phila. and North Phila. station. Trainmen making these announcements must face passengers.

At stations where high train platforms are in service trainmen will in addition to the usual station announcements warn passengers to watch their step while leaving or entering train.

Station Stop Markers.

1154-A12. (All Divisions) Where station stop markers are located, engineman must stop front end of engine opposite marker number corresponding to number of cars in train, unless otherwise instructed by Conductor.

On New York Division, MU station stop markers are designated by letter M except when located on ties.

At 30th St. Sta., Phila., to properly platform train, engineman will stop train with the front of the engine opposite the respective station stop marker as follows:

NORTHWARD TRAINS—No. 3 AND No. 4 TRACKS

| Total Cars in Train | Station Stop Markers |
|---------------------|----------------------|
| Up to 12 cars..... | 12 |
| 13 cars..... | 13 |
| 14 cars..... | 14 |
| 15 cars..... | 15 |
| 16 cars..... | 16 |
| 17 cars..... | 17 |
| 18 cars..... | 18 |

SOUTHWARD TRAINS—No. 5 AND No. 6 TRACKS

| Total Cars in Train | All Working | 1 Non-Working | 2 Non-Working | 3 Non-Working | 4 Non-Working |
|----------------------|-------------|---------------|---------------|---------------|---------------|
| STATION STOP MARKERS | | | | | |
| Up to 12 cars..... | 12 | 13 | 14 | 15 | 16 |
| 13 cars..... | 13 | 14 | 15 | 16 | 17 |
| 14 cars..... | 14 | 15 | 16 | 17 | 18 |
| 15 cars..... | 15 | 16 | 17 | 18 | 19 |
| 16-17-18 cars..... | 16 | 17 | 18 | 19 | 20 |

NOTE—No. 15 station stop markers located opposite south end of platform No. 3 and 50 feet north of north end of platform No. 2.

When the first car is a working baggage or mail car the front of the engine must not be moved beyond the No. 15 station stop marker on northward trains and the No. 16 station stop marker

on southward trains in order to platform first car. Double-headed trains will count the second engine as one deadhead car.

Conductors will advise enginemen the position of the first working baggage or mail car to be platformed. When, on account of the make-up, trains cannot be properly platformed in accordance with the above instructions, the conductor will advise engineman at which station stop marker to stop.

In making station stop at Paoli, passenger trains (except MU trains) will be guided as follows:

Eastward—Stop with engine opposite numbered marker corresponding with number of cars in train except, No. 18 will stop with working cars just west of station building. These markers are located on station platform light standards adjacent to No. 1 track.

Westward—When car next to the engine is a working car, stop with front end of engine opposite Marker E (E designates Engine).

When there are cars between the engine and first working car, stop with front end of engine opposite marker corresponding to number of such cars.

These markers, D1, D2, D3, D4, D5 (D designates deadhead) are located along north side of No. 4 track. A second engine will be considered as a car.

Engineman will stop with cab of engine opposite station stop marker corresponding to number of cars in train, except where head or rear car is a working car that must be platformed. Conductors will advise engineman the position of working, baggage or mail car to be platformed. Double-headed trains will count the second engine as one deadhead car.

When, on account of the make-up, trains cannot be properly platformed in accordance with above instructions, the conductor will advise the engineman at which station stop marker to stop.

Station stop markers for passenger trains, other than multiple unit trains, located on standards on station platform adjacent to tracks, governing stopping of trains at Wilmington and Baltimore Passenger Stations.

Lost Articles

1154-A13. (Phila. Div.) Referring to Rule 4154-F, articles found on trains terminating at the following stations must be delivered to the point designated:

Suburban Station—to Station Master's Office.

30th St. Station, Philadelphia—Lost and Found Bureau.

Paoli —to Operator Paoli.

Bryn Mawr, Chestnut Hill,
Media, West Chester —to Agent.

NOTE—When agencies are closed, articles found must be protected and delivered to Lost and Found Bureau, 30th St. Station, Philadelphia, or Station Master's Office, Suburban station, promptly.

Baggage man at Paoli will pick up lost articles from the Operator at Paoli each day and forward same to Lost and Found, 30th St. Station.

Passenger Cars—Interchange of—North Philadelphia

1154-A14. (Phila. Div.) Conductor making interchange of passenger cars at North Philadelphia will leave duplicate car reports at office of yardmaster at Margie Street yard.

1154-A15. (Chesapeake Division). Back-up hose must be used when shifting cars at Baltimore and Wilmington Passenger Stations.

1154-A16. (Chesapeake Division). Southward passenger trains will make running test of brakes as defined in Instruction 16 of the 99-D-1 Brake and Train Air Signal Instructions, immediately after passing Lanham.

Employees Carried on Mail Trains, etc.

1154-A17. (All Divisions). Employees may be carried on trains composed of milk, express, mail or deadhead cars if suitable car is provided.

**Tubular Train—Diesel Power Car
Operation in Tunnels or Confined Locations**

1154-A18. (All Divisions). The load on diesel engines in power car must be reduced by placing heat control switch on lighting switchboard panel in one or more tubular coaches in "LOW HEAT" position at the following locations:

Tunnels and Confined Locations.

Between East Portals of East River Tunnels and West Portals of North River Tunnels.

Between Zoo Interlocking Station and Arsenal Interlocking Station.

After the train has moved from the tunnels or restricted area the heat control switch must be returned to the "NORMAL HEAT" position.

Toilet Room Doors

1154-A19. (All Divisions). Toilet room doors must be locked at the following locations:

Between Sunnyside Portals and New York.

Pennsylvania Station New York.

Between New York and Newark.

Between North and South Elizabeth.

Within the zone bounded by Suburban Station, Overbrook, North Philadelphia, and Arsenal—Philadelphia.

When Standing in Paoli Station.

Passing through Camden.

Passing through City of Burlington.

Between Mount Holly and Fort Dix on All Main Trains.

Between Reading Co. Bridge and State Street Bridge—Harrisburg.

In Stations and Yards at West Chester and Media.

Between Washington and Landover.

Between Gwynn and Biddle Street—Baltimore.

Between Loucks and Grantley.

Between Mt. Vernon and Baltimore.

When standing in Chester Station.

On Trains to and from Fort Meade, Edgewood Arsenal, Aberdeen Proving Grounds, Delaware Park and Bowie Race tracks from the time train leaves main line until returned to main line.

Exceptions to this may be made when passengers are in distress.

1154-A20. (New York Div.) When delayed Pullman or Postal cars are attached to trains, stops of train on which cars are regularly assigned may be made to discharge passengers or handle mail. Superintendent must be advised in advance of stops that will be made.

1154-A21. (Phila. Div.) Blowing or draining steam heat lines on trains is prohibited while passing station platforms, street crossings or sidewalks and streets paralleling the railroad.

Forms—Preparation and Use of

1154-A23. (All Divisions). Form MP 217-A card, for reporting Passenger Car defects is located in a receptacle on the inside of electric lockers on all cars except Multiple Unit Electric cars. On Multiple Unit Electric cars the receptacle is located on the inside of the electric switch cabinet in outside vestibule.

Conductor (Engineman for head car of MU train) must enter on MP 217-A, description of all defects found, together with other information called for under the heading "Train Crew Entry."

When defects occur enroute, which must be given attention before train reaches final destination, Superintendent must be notified of repairs required, by message or otherwise, at first opportunity. M. E. Department representative must also be notified promptly upon arrival of train at point where defect is to be given attention.

Hot Journals—Roller Bearings

1154-A24. (All Divisions). Passenger trainmen must obtain from crew dispatcher and carry with them while on duty 200 DEGREE Tempilstik during the months of April through October, inclusive, and 175 DEGREE Tempilstik during the months of November through March, inclusive.

To determine when the roller bearing journal box is overheated to the extent that it must not be continued in service, proper Tempilstik must be used by stroking the outside surface of the top of the journal box. If a liquid smear results, temperature is in excess of allowable limit and report must be made to Superintendent for instructions.

FREIGHT TRAIN OPERATION

Refrigerator Car Vents.

1155-A1. (New York Div.) Position of vents on loaded refrigerator cars must not be changed except in case of necessity and when changed must be restored to original position as soon as possible.

Instructions for Preparation and Handling of Freight Trains on Grades, etc.

1155-A2. (All Divisions). Except between Lemo and Winchester and on grades where Special Instructions govern the use of retaining valves, the following instructions, supplementary to the Brake and Train Air Signal Instructions (99-D-1) in handling freight trains will apply:

Trains having 40 percent or less loaded cars will be considered empty trains, except trains having 25 percent or more of cars in train loaded with mineral freight or grain will be considered mineral trains and all instructions pertaining to mineral trains will apply.

95 pound brake pipe pressure will apply to the following trains:
Mineral trains.

Loaded trains between Paoli and Zoo eastward.

Trains authorized by notes under Special Instruction **1157-C1.**

Relay trains arriving with 95 pound brake pipe pressure.

110 Pounds brake pipe pressure will apply to passenger trains losing their identity as such account limit of 30 cars.

Twenty-five (25) percent of retainers will be placed in slow direct exhaust position starting at head end of train on the following trains:

On all mineral trains of 60 or more cars.

On all eastward loaded trains of more than 75 cars, between Paoli and Zoo.

Retainers on the above trains will be placed in slow direct exhaust position at the time the Air Brake Test is made, except it will not be necessary to set retainers on trains consisting of 75 percent or more TTX, BTTX and ETTX cars.

Relay trains arriving with retainers up will be dispatched without changing retainers and engineman notified.

Trains picking up or setting off enroute will arrange to properly position retainers before departing from pick up or set off point.

No retainers will be turned at So. Phila., if a pick-up is to be made at Penrose or 52nd St. Retainers will be turned after pick-up is completed.

When engineman is notified as to the condition of the brakes, he must also be notified as to the number of retaining valves set up in slow direct exhaust position.

Starting Trains With Electric or Diesel Engines on Rear

1155-A3. (All Divisions). When starting trains where an electric or diesel engine is on the rear, the hauling engineman in all cases must stretch the train gradually so no damage will occur due to electric or diesel engine on the rear standing without power applied.

When trains are stopped on grades, requiring the assistance of a pusher engine on the rear, the following procedure must be followed:

When train is ready to start, a 25-lb. brake pipe reduction will be made. After the brake pipe exhaust stops, release brakes as per current issue of the Brake and Train Air Signal Instructions. While brakes are releasing during a four (4) minute interval, sufficient slack will be taken gently, exercising care so that rear portion of train will not move back, resulting in a run-out of slack, as the electric or diesel pusher engine will have brake released and no power applied. Four (4) minutes after the brake valve was first placed in running position, power will be applied to start the train by the hauling engineman.

Four (4) minutes after observing the first increase of pressure on the brake pipe pointer, engineman of pusher engine will use power to push in slack on rear and start train.

Starting Freight Trains on Descending Grades

1155-A4. (Phila., Hbg. & Ches. Divs.) Before starting trains, enginemen must assure themselves that air brakes have been properly released in accordance with the current issue of the Brake and Train Air Signal Instructions, after which engineman will move engine approximately six (6) to eight (8) feet, apply the independent brake and stop, then move 6 to 8 feet further and continue to follow this procedure until the slack has run out on the entire train. It may be necessary to hold the independent brake slightly applied to overcome the final run-out of slack and until the entire train is moving.

Air Brake Tests Devault Running Track

1155-A5. (Phila. Div.) A running test of the air brakes must be made before descending grades on Devault running track.

Shifting Movements on Grades

1155-A6. (Phila. & Hbg. Divs.) On account of grade when performing service at the following locations, engines and cars must have air brake hose coupled and air brake operative:

Atlantic and Pacific Tea Company, Fernwood, Pa.

Before descending grade into any of the following plants, the brake pipe pressure will be raised to 95 lbs., air brake test made in accordance with instruction 11-b of the 99-D-1, Brake and Train Air Signal Instructions, and sufficient time allowed to effect complete charging of the equipment:

Philadelphia Rubber Waste Company, Oxford Road track, Phila.
Keystone Coal Co., Kensington, Pa.

Great American Foods, Inc., 6th St., N. Phila.

Budd Company, Chestnut Hill Branch, Midvale.

Allied Chemical Corporation, Grays Ferry.

Purex Corp., Darby

Lachmen's track, Phoenixville.

J. W. Myers track, Hagerstown.

Baker Driveway, Hagerstown.

In the State of New Jersey, when spotting cars closer than 100 feet to a bumping block or end of track on a trestle, air hose must be coupled and air brakes working on all cars.

Freight Train Stops

1155-A7. (Phila. Div.) Nest—To prevent blocking of Gravers Road crossing (1855 feet east of westward Home signal) westward freight trains consisting of 35 cars or more will stop east of this crossing when westward Home signal governing the movement is in Stop indication and contact the operator for instructions.

1155-A8. (Hbg. Div.) LG-21 (A & S Branch)—When Block signal L-246 is in Stop-and-proceed indication eastward trains on No. 1 track must stop west of clearance point of switches at LG-21 and ask for instructions.

1155-A9. (Hbg. Div.) Shocks (Columbia Branch)—Account ascending grade, when eastward Home signal indicates Stop, eastward freight trains with 90 or more cars, or with 80% or more of its engine rating, will stop at telephone one-half mile west of this signal and contact operator Cola for instructions.

1155-A10. (Hbg. Div.) Billmyer (Columbia Branch)—To prevent blocking road crossing to J. E. Baker Company plant, westward trains using siding will stop east of this crossing (approximately 50 car lengths east of Jeb) and ask for instructions.

If signal at Jeb is in Stop position westward trains using main track will stop east of this crossing and ask for instructions.

1155-A11. (Hbg. Div.) Day—Account ascending grade, when block signal N-831 indicates Approach or Stop-and-proceed, westward trains on this track with more than 45 cars will stop at signal and contact the operator for instructions.

1155-A12. (Chesapeake Division) Indicator light displaying illuminated letters BP, located on signal 909 adjacent to No. 3 track.

When indicator light is displayed, southward freight trains will not stop at Bay to set cars off but, instead, will report to operator on arrival at B. & P. Junction for instructions.

1155-A13. (Chesapeake Division) Northward tonnage freight trains receiving Approach aspect on distant signal to Landover (F1300) must stop train a sufficient distance south of home signal at Landover to enable the train to negotiate Lanham Hill. If train is stopped before home signal is visible, crew must call Landover promptly for instructions.

1155-A14. (Chesapeake Division) All northward freight trains with a consist of fifty (50) or more cars will make a positive stop at the north portal of the B. & P. Tunnel.

No attempt is to be made to again move the train until sufficient time has elapsed to insure a full release of the brakes.

1155-A15. (Chesapeake Division) All northward freight trains with a consist of thirty (30) or more cars, approaching home signal at Read, must stop clear of home signal displaying Approach Rule 285, Fig. A and report to Operator at Bridge for instructions to avoid blocking road crossings.

1155-A16. (Chesapeake Division) Northward trains on Delmarva Branch receiving a less favorable signal aspect than Slow-clear on distant signal to Davis, must stop clear of Chestnut Road crossing and call operator at Davis for instructions.

1155-A17. (Phila. Div.) Eastward freight trains receiving Approach signal (Rule 285) or Caution signal (Rule 285a) on distant signal No. Y-172, 5120 feet west of MJ must stop at this signal and a member of the crew must call Operator at Jersey and ask for instructions.

1155-A18. (New York Div.) Nickel—Eastward Freight trains on No. 1 track with cars to set off or to pick up at Morrisville Yard, must stop at Nickel and be governed by instructions of the yardmaster.

Pusher Engines

1155-A19. (Phila. Div.) When lunar white electric light is lighted on eastward side of Overbrook Interlocking Station, or on westward home signal bridge at Bryn Mawr, it will indicate to crews of westward trains with pusher engines that pusher will be detached to clear west end of that interlocking.

1155-A20. (All Divisions) Maximum power on rear of freight trains must not exceed 5250 diesel horsepower.

When one diesel engine and one electric engine are coupled together and used as pusher engines, not more than 2500 horsepower diesel engine can be used with any one electric engine.

Not more than two electric engines coupled together, class GG-1 or E-44 may be used as pusher engines on a freight train.

When pushing freight trains pusher engines will ease off passing over crossovers or turnouts when making diverging movements exercising care to avoid slack action.

Pusher Engines State of Pennsylvania

1155-A21. (All Divisions) On March 28, 1966, the Pennsylvania Public Utility Commission adopted in their Railroad Regulations Rule 18 requiring:

When the horsepower to be used by pusher engine or engines behind a cabin car exceeds 3,500 horsepower, the train crew shall, before such a move is made, vacate the cabin car and occupy the pusher engine or a cabin car behind the pusher engine. The train shall be brought to a stop before the pusher engine or engines are detached.

The practice of "cutting off on the fly" pusher engines behind occupied cabin cars shall be limited to those instances in which the horsepower used by the pusher engine does not exceed 3,500 horsepower.

Freight Crews Relieved—Instructions to

1155-A22. (All Divisions). When freight road crews are relieved, short of their destination, the road conductor will turn over his CT-1041 reports together with the tickets to the conductor, who will fill in the proper column, located at bottom of the wheel report.

Movements Over Firing Range—Frankford Arsenal

1155-A23. (Phila. Div.) Before entering Frankford Arsenal from Naught track, movements must stop and obtain permission from guard stationed at gate.

Movements must not be made over firing range while red flag at the range target is displayed or the red blinker lights are operating at range target or Proof House.

Trains—Blocking Station Platforms

1155-A24. (Phila. Div.) Movements on No. 0 and No. 5 tracks between Holmes and North Philadelphia and No 5 track at Darby must not block the platforms at stations so that passenger trains cannot discharge or receive passengers and must approach stations looking out for passengers.

1155-A25. (Phila. Div.) Stadium—West end coal yard ladders, (tracks 1 to 6, inc.). Switching movements must not foul ladders until permission is obtained from Operator Stadium to do so.

When switching is completed and ladders are clear, the conductor must report clear to Operator Stadium. Operator Stadium will not permit road movement to proceed on coal yard leads until all switching movements are reported clear.

Gauntlet Track—B & P Tunnel

1155-A28. (Chesapeake Division) Indicator light displaying illuminated "vertical arrow" indicates that route is lined for normal movement to operate via No. 3 track B. & P. Tunnel.

Indicator light displaying illuminated "horizontal arrow" indicates that route is lined for movement to operate via Gauntlet track B. & P. Tunnel.

When indicator light is not displaying a horizontal arrow for train movement operating under instructions "Form C. T. 2" that they are to operate via Gauntlet track, the train will be stopped as soon as safe handling will permit and not proceed past switch leading to Gauntlet track. When train is brought to stop notify operator at B. & P. Junction Block and Interlocking Station.

Conductors of northward freight trains from Potomac Yard or Benning, containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher before leaving Potomac Yard or Benning, giving engine number and destination of such cars.

Conductors of southward freight trains, containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher from Bay or B. & P. Junction, giving engine number and destination of such cars.

Conductors of all other trains containing loaded TrucTrain cars for movement through the B. & P. Tunnel, must notify Train Dispatcher from Gwynn, Mt. Vernon, Bay or Canton Jet., giving engine number and destination of such cars.

FREIGHT AND PASSENGER TRAIN OPERATION

Pennsylvania Station-Sunnyside Yard

1156-A1. (New York Division) When cars are left standing, not less than two operative hand brakes must be applied, one on each end of cut.

1156-A2. (New York Division) A car with inoperative air or hand brakes must not be left standing unless coupled to one or more cars with hand brakes securely applied.

1156-A3. (New York Division) Princeton Branch

Hand operated derail in main track 403 feet north of KS.

When cars are stored between location of derail and north end of main track, a member of train crew must place derail in derailing position and secure switch stand with padlock.

Train crew must see that derail is in non-derailing position before movement is made from north of derail.

Braking Over Movable Bridges

1156-A4. (New York and Chesapeake Divs.) Dock—Trains hauled by electric or diesel engines: brakes may remain applied or be released on Dock movable bridge but no additional application of the brakes may be made while engine is on lift span, except in an emergency.

MU trains: the brakes may be applied or released on Dock Movable Bridge.

Brakes must not be applied while passing over the following movable bridges, except in case of emergency:

Seaford Laurel Cassatt Canal.

Caution should be exercised to avoid dropping sand while passing over these bridges.

1156-A5. (All Divisions) Brake pipe pressure on multiple unit cars when handled by a shifting engine must not exceed following:

| | |
|---|---------------------|
| AC multiple unit cars, except class MP-85 | 90 lbs. |
| AC multiple unit cars, class MP-85 | 110 lbs. |
| L.I.R.R. DC multiple unit cars | 80 lbs. |
| P.A.T.H.R.R. DC multiple unit cars (1200 series) | 110 lbs. |

1156-A6. (New York Div.) Enginemen must personally operate engine between Newark and Harold, including Sunnyside Yard, except in case of extreme emergency. This instruction will not apply to yard engines while working within the confines of Sunnyside Yard.

Referring to Rule 4156-A

1156-A8. (Phila. Div.) Cars delivered to 52nd Street district must be secured by hand brakes placed on both eastward and westward ends of cut and the Yardmaster 44th St. when on duty or the Yardmaster Margie (Phone 2046) must be advised of the number of hand brakes applied.

1156-A10. (Hbg. Div.) Harrisburg Passenger Station—Tracks 1, 6, 7, 8, 24, 1-E, all tracks in Mulberry Street, State Street and Cumberland Valley yards and all single end tracks are storage tracks.

Landover—TD Sign

1156-A12. (Chesapeake Div.) Illuminated letters TD displayed on north side of Landover block and interlocking station, indicates southward trains enroute to Potomac Yard, must stop at Deanwood and report to yardmaster, Benning, for instructions.

North Avenue Crossing (B. & O. R. R.)

1156-A13. (Chesapeake Div.) All movements over North Avenue Crossing (B. & O. R. R.) must advise operator at B. & P. Junction block station, of engine number and number of cars in train.

The operator will arrange with operator at B. & O. R. R. crossing to set necessary signals for movements over crossing. Hand-operated

switch point type derails in High Line track located 761 feet west of interlocked derails at North Avenue, normally set in derailing position.

1156-A14. (Chesapeake Div.) All southward trains on track F requiring helper at B.&P. Junction must stop with their engine just north of Maryland Avenue overhead bridge.

Attaching and Detaching Helper—(Chesapeake Division)

1156-A15. Trains operating with helper within Baltimore Yard territory will be governed by:

Air Brake and Train Air Signal Instructions No. 99-D-1:

Instruction 13 to apply for passenger trains.

Instruction 13a to apply for freight trains.

when attaching and detaching leading helper.

PASSENGER TRAINS:

To release helper from passenger trains: southward trains will stop in the vicinity of Gwynn's Run Yard Office and after helper is released road test of brakes must be made.

FREIGHT TRAINS:

After attaching helper to head end of train, road test will be made by applying and releasing of brakes which will be observed on head end of train from a location that will permit passing a signal to leading engine.

To release helper from freight trains, stop will be made by leading engineman and after detaching engine, engineman on leading through engine will release the brakes.

1156-A16. (All Divisions) Operation of A-2 Caboose Valve Service Application:

Move the valve handle from release toward Application position, **being sure to hesitate ten (10) seconds in each notched position before moving on to the next notch.** The first movement of the handle locks the valve so it cannot be moved back to closed position. After the train has stopped the valve can be unlocked by moving the handle to the extreme application position.

Emergency Application:

Move the valve handle quickly from release to the extreme application position and leave it there until after the train has stopped.

1156-A17. (Phila. Div.) When a car is placed on a track next to a concrete bumper, space must be left between the bumper and the car so as to relieve the strain on the draft gear when the car is coupled.

R.D.C. (Budd Car) Operation

1156-A18. (All Divisions) The manual use of sanding device on R.D.C. (Budd) cars is prohibited except as necessary to meet emergency conditions.

When stopped on sanded rail under emergency conditions R.D.C. (Budd) car or cars must immediately be moved forward or backward a sufficient distance to get at least one truck length off the sanded rail.

Enginemen operating R.D.C. (Budd cars) must not use manually operated sanding device after speed of train has been reduced to 5 miles per hour and manually operated sanding device must not be used when starting train nor until a speed greater than 5 miles per hour has been obtained.

When single unit R.D.C. Budd car movements are being made through an interlocking operator must not move any operating levers affecting the movement until he is assured the car is clear of all switches involved in the movement.

1156-A19. (All Divisions) Enginemen of rail motor cars and single unit R.D.C. Budd cars must approach all crossings provided with automatic highway crossing protection prepared to stop unless it is known that the automatic highway crossing protection is operating. If the automatic highway crossing protection is not operating, before making movement over crossing a member of the crew must be stationed on the crossing to give warning to persons using the highway.

SPEED RESTRICTIONS

1157-A. Speed Table (All Divisions)

| Time per Mile | | Miles per Hour | Time per Mile | | Miles per Hour |
|---------------|------|----------------------|---------------|------|----------------------|
| Min. | Sec. | | Min. | Sec. | |
| 0 | 36 | 100 | 1 | 12 | 50 |
| 0 | 38 | 95 | 1 | 20 | 45 |
| 0 | 40 | 90 | 1 | 30 | 40 |
| 0 | 42 | 85 | 1 | 43 | 35 |
| 0 | 45 | 80 | 2 | 00 | 30 |
| 0 | 48 | 75 | 2 | 24 | 25 |
| 0 | 51 | 70 | 3 | 00 | 20 |
| 0 | 55 | 65 | 4 | 00 | 15 |
| 1 | 00 | 60 | 6 | 00 | 10 |
| 1 | 05 | 55 | 12 | 00 | 5 |

1157-A1. (All Divisions) Referring to Rule 4157-A.

Locations where enginemen should check speedometers when conditions permit.

| | Between | And | Location |
|----------------------------|--|--|---|
| Main Line | Mile Post 4 Mile Post 30 Mile Post 45 Mile Post 53 Mile Post 63 Mile Post 73 Mile Post 8 Mile Post 20 Mile Post 14 Mile Post 24 Mile Post 41 Mile Post 100 Mile Post 130 | Mile Post 5 Mile Post 31 Mile Post 46 Mile Post 54 Mile Post 64 Mile Post 74 Mile Post 9 Mile Post 21 Mile Post 15 Mile Post 25 Mile Post 42 Mile Post 101 Mile Post 131 | East of Portal East of New Brunswick East of Nassau East of Millham East of Grundy East of Torresdale South of Folcroft North of Holly Oak West of St. Davids West of Frazier West of Coatesville East of State South of Landover |
| Trenton Branch | Mile Post 3 Mile Post 28 Mile Post 38 | Mile Post 4 Mile Post 29 Mile Post 39 | East of Dale East of Heaton East of Langhorne |
| Northern Central Branch | Mile Post 11 Mile Post 58 | Mile Post 12 Mile Post 59 | West of Lutherville West of York |
| Cumberland Valley Branch | Mile Post 13 Mile Post 66 | Mile Post 14 Mile Post 67 | South of New Kingston South of Greencastle |
| Winchester Secondary Track | Mile Post 88 | Mile Post 89 | South of C.V. 87 |
| York Haven Line | White markers near Mile Post 73 | Mile Post 74 | West of Cly |

The distance between Mile Posts at the above locations are standard miles, each measuring 5280 feet in length.

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. (All Divisions) Maximum speeds, unless otherwise specified.

New York Division

| Main Line Between: | No. 4 Track | | No. 3 Track | | No. 2 Track | | No. 1 Track | | Other Track | |
|---|----------------|-------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|
| | Pagr. | Frt. | Pagr. | Frt. | Pagr. | Frt. | Pagr. | Frt. | Pagr. | Frt. |
| | Miles per Hour | | | | | | | | | |
| Harold and East River Tunnels | 50 | 30 | 50 | 30 | 50 | 30 | 50 | 30 | ..... | ..... |
| Through East River Tunnels | 50 | 20 | 50 | 20 | 50 | 20 | 50 | 20 | ..... | ..... |
| Except as follows: | | | | | | | | | | |
| Trains hauled with electric engines | | | 40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| between Signals 3E02 and 3E14 | 40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Trains hauled with electric engines | | | 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Signal 3E04 to 6th Ave. Portal. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6th Ave. Portal and Signal Bridge 580 | | | | | | | | | 15 | 8 |
| feet east of 10th Ave. Portal, all tracks | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Signal Bridge 580 feet east of 10th Ave. | | | | | | | | | | |
| Portal and 150 feet west of 10th Ave. | | | | | | | | | 15 | 8 |
| Portal | | | | | | | | | 30 | 8 |
| Westward Trains—all tracks | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Eastward Trains—all tracks | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Through North River Tunnels | ..... | ..... | ..... | ..... | 50 | 20 | 50 | 20 | ..... | ..... |
| North River Tunnels and eastern limits | ..... | ..... | ..... | ..... | 75 | 50 | 75 | 50 | ..... | ..... |
| of Hudson Interlocking | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Eastern limits Hudson Interlocking and | ..... | ..... | 60 | 25 | 60 | 25 | 60 | 25 | ..... | ..... |
| 300 feet east of western limits Hudson | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Interlocking | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 300 feet east of western limits of Hudson | ..... | ..... | 45 | 25 | 45 | 25 | 45 | 25 | ..... | ..... |
| Interlocking and west end of Passaic | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| River Bridge | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| West end of Passaic River Bridge and | 35 | 25 | 35 | 25 | 35 | 25 | 35 | 25 | ..... | ..... |
| C. N. J. overhead bridge | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 35 | 25 |
| Tracks A and No. 5 Dock Interlocking | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| C. N. J. overhead bridge and Signal | 65 | 40 | 65 | 40 | 65 | 40 | 65 | 40 | ..... | ..... |
| Bridge 96-97 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Signal Bridge 96-97 and Hunter | 70 | 40 | 70 | 40 | 70 | 40 | 70 | 40 | ..... | ..... |
| Hunter and Union | 75 | 50 | 80 | 50 | 80 | 50 | 75 | 50 | ..... | ..... |
| Tracks A and B, Elmora and Union | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 60 | 50 |
| Union and County | 80 | 50 | 80 | 50 | 80 | 50 | 80 | 50 | ..... | ..... |
| No. 0 Track Edison and Lincoln | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 30 | 30 |
| County and Millham | 80 | 50 | 80 | 50 | 80 | 50 | 80 | 50 | ..... | ..... |
| West end County Interlocking and east | ..... | ..... | 100 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| end Millham Interlocking for test | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| purposes only | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Millham and Westward Home Signal | 80 | 50 | 80 | 50 | 80 | 50 | 80 | 50 | ..... | ..... |
| Bridge, Fair | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Westward Home Signal Bridge, Fair and | 80 | 40 | 80 | 40 | 80 | 40 | 80 | 40 | ..... | ..... |
| east end Delaware River Bridge except | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| adjacent Trenton Station Platforms | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Trenton—Adjacent to Station Platforms | 60 | 40 | ..... | ..... | ..... | ..... | 60 | 40 | ..... | ..... |
| Track 5 Fair Interlocking | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 | 10 |
| East end Delaware River Bridge and | 80 | 50 | 80 | 50 | 80 | 50 | 80 | 50 | ..... | ..... |
| Division Post (Phila. Division) | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

NOTE:

Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted, TT, PR, CB, AST-2, AST-4, CG-8 and Trans. Amer. Special symbolized freight trains are authorized to operate at a maximum speed of 60 MPH:

Main Line—between signals 157-158 and Millham and between east end Delaware River Bridge and Division Post (Phila. Division).

When any of the above symbolized freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

NOTE:

Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted, TT, PR, CB, AST-2, AST-4, CG-8 and Trans. Amer. Special symbolized freight trains are authorized to operate at a maximum speed of 60 MPH:

Main Line—between signals 157-158 and Millham and between east end Delaware River Bridge and Division Post (Phila. Division).

When any of the above symbolized freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

| Branches Between | Single Track | | No. 2 Track | | No. 1 Track | |
|--|-----------------|-------|----------------|-------|----------------|-------|
| | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. |
| Miles per Hour | | | | | | |
| Jersey City Branch | | | | | | |
| Waldo and Signal Bridge 34-35 | ..... | ..... | 50 | 50 | 50 | 50 |
| Signal Bridge 34-35 and Passaic Branch jumpover bridge at Karny | ..... | ..... | 60 | 50 | 60 | 50 |
| Passaic Branch jumpover bridge, Karny and 300 feet east of western limits of Hudson Interlocking | ..... | ..... | 60 | 25 | 60 | 25 |
| Passaic and Harsimus Branch | | | | | | |
| WA-3 and L.V.R.R. overhead bridge 750 ft. east of WA-5 | ..... | ..... | 10 | 10 | 10 | 10 |
| L.V.R.R. overhead bridge 750 ft. east of WA-5 and Karny | ..... | ..... | 30 | 30 | 30 | 30 |
| Karny and west end of Hackensack Bridge | ..... | ..... | 15 | 15 | 15 | 15 |
| West end of Hackensack Bridge and Waldo | ..... | ..... | 25 | 25 | 25 | 25 |
| Greenville Branch | | | | | | |
| WA-6 and Bay | ..... | ..... | 30 | 30 | 30 | 30 |
| P. A. & W. Branch | | | | | | |
| Union and WC | ..... | ..... | 65 | 30 | 65 | 30 |
| Princeton Branch | | | | | | |
| Bordentown Secondary Track | 35 | 30 | ..... | ..... | ..... | ..... |
| West end of Fair Interlocking and Hamilton Ave. | 20 | 20 | ..... | ..... | ..... | ..... |
| Hamilton Ave. and Signal M-273 | 30 | 30 | ..... | ..... | ..... | ..... |
| Signal M-273 and BO | 20 | 20 | ..... | ..... | ..... | ..... |
| Trenton Branch | | | | | | |
| Morris and Division Post (Phila. Division) | ..... | ..... | 30 | 30 | 30 | 30 |
| Jamesburg Branch | | | | | | |
| Midway and JG | 40 | 40 | ..... | ..... | ..... | ..... |
| Belvidere Delaware Branch | | | | | | |
| MG and first overhead bridge north of MG (Calhoun St.) | 20 | 20 | 20 | 20 | 20 | 20 |
| First overhead bridge north of MG (Calhoun St.) and G | 40 | 40 | ..... | ..... | ..... | ..... |

Philadelphia Division

| Main Line Between: | Other Tracks | | No. 4 Track | | No. 3 Track | | No. 2 Track | | No. 1 Track | |
|--|-----------------|-------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|
| | Pagr. | F.r. | Pagr. | F.r. | Pagr. | F.r. | Pagr. | F.r. | Pagr. | F.r. |
| | Miles per Hour | | | | | | | | | |
| Division Post (New York Division) and Holmes Interlocking Station | | | 80 | 50 | 80 | 50 | 80 | 50 | 80 | 50 |
| Holmes Interlocking Station and Shore Interlocking Station | | | 80 | 50 | 80 | 50 | 80 | 50 | 80 | 50 |
| Shore Interlocking Station and Eastward Limits North Phila. Interlocking | | | 70 | 45 | 70 | 45 | 70 | 45 | 70 | 45 |
| Through N. Phila. Interlocking | | | 50 | 40 | 50 | 40 | 50 | 40 | 50 | 40 |
| Westward Station | 50 | 40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Eastward Station | 50 | 40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Westward Limits North Phila. Interlock- ing and Girard Ave. UG Br. | | | 70 | 45 | 70 | 45 | 70 | 45 | 70 | 45 |
| Girard Ave. UG Br. and Zoo Interlocking Station | | | 30 | 20 | 30 | 20 | 30 | 20 | 30 | 20 |
| Zoo Interlocking Station and 44th St. OH Br. via New York-Pgh. Subway | | | | | | | | | | |
| Westward Track | 35 | 35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Eastward Track | 30 | 20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 44th St. OH Br. and 52nd St. | | | 50 | 30 | ..... | ..... | 50 | 20 | 50 | 20 |
| 52nd St. and 59th St. overhead bridge | | | 70 | 45 | ..... | ..... | 50 | 20 | 50 | 20 |
| 59th St. overhead bridge and westward Limits Overbrook Interlocking | | | 70 | 45 | ..... | ..... | 50 | 20 | 65 | 20 |
| Overbrook westward interlocking limits and Paoli eastward interlocking limits | | | 70 | 50 | 70 | 50 | 70 | 50 | 70 | 50 |
| Through Paoli interlocking | | | 65 | 40 | 65 | 40 | 70 | 50 | 70 | 50 |
| Paoli westward interlocking limits and Glen | | | 75 | 50 | 60 | 50 | 60 | 50 | 75 | 50 |
| Glen and Downs | | | 75 | 50 | ..... | ..... | 60 | 50 | 75 | 50 |
| Downs and Park Interlocking Station | | | 75 | 50 | 60 | 50 | 60 | 50 | 75 | 50 |
| Arsenal Interlocking Sta. and Grays Ferry Ave. OH Br. | | | 50 | 40 | ..... | ..... | ..... | ..... | 50 | 40 |
| Grays Ferry Ave. OH Br. and Brill Interlocking Station | | | 75 | 40 | ..... | ..... | ..... | ..... | 75 | 40 |
| Brill Interlocking Station and Mile Post 6..... | | | 80 | 50 | 80 | 50 | 80 | 40 | 80 | 40 |
| Mile Post 6 and Hook..... | | | 80 | 50 | 80 | 50 | 80 | 50 | 80 | 50 |
| Hook and Bell | | | 80 | 50 | 50 | 50 | 50 | 50 | 80 | 50 |

NOTE—

Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted. TT, PR, CB, AST-2, AST-4, CG-8 and Trans. Amer. Special symbol freight trains are authorized to operate at a maximum speed of 60 MPH: Main Line—Between Paoli and Park.

Between Brill and Bell, southward and between Bell and Baldwin northward, where passenger train speed of 60 miles per hour or more, except where otherwise restricted, TT symbol freight trains are authorized to operate at a maximum speed of 60 miles per hour when consist is confined to TTX, BTTX and ETTX type equipment.

When any of the above symbol freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

Philadelphia Division (Continued)

| Branches Between: | Other Tracks | | No. 4 Track | | No. 3 Track | | No. 2 Track | | No. 1 Track | |
|---|---|----------|----------------|-------|----------------|----------|----------------|----------------|----------------|----------------|
| | Psg. | Frt. | Psg. | Frt. | Psg. | Frt. | Psg. | Frt. | Psg. | Frt. |
| | Miles per Hour | | | | | | | | | |
| Suburban Line Conn. with No. 1 and No. 4 River Line and 34th St. OH Br. (Zoo Interlocking) | ..... | ..... | ..... | ..... | 30 | 20 | 30 | 20 | ..... | ..... |
| 44th St. OH Br. and 34th St. OH Br. (Zoo Interlocking) | ..... | ..... | 50 | 20 | ..... | ..... | 30 | 20 | 50 | 20 |
| 34th St. OH Br. and 30th St. Station, Phila. Upper Level—Suburban Station (Broad Interlocking) | ..... | ..... | 30 | ..... | 30 | ..... | 30 | ..... | 30 | ..... |
| 30th St. Station, Phila. Upper Level (Broad Interlocking) and north end Market St. Tunnel (Arsenal Interlocking) 1M and 4M | 30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| North End Market St. Tunnel and Sig. Br. Southward from Market St. Tunnel (Arsenal Interlocking) | ..... | ..... | 30 | 20 | ..... | ..... | ..... | ..... | 30 | 20 |
| Sig. Br. southward from Market St. Tunnel and Arsenal Interlocking Sta. | ..... | ..... | 40 | 20 | ..... | ..... | ..... | ..... | 40 | 20 |
| River Line Zoo Interlocking Station and Southward Home Signal located 1,035 ft. south of Spring Garden St. OH Br. All Routes | ..... | ..... | 60 | 30 | ..... | ..... | ..... | ..... | 60 | 30 |
| Southward Home Signal located 1,035 feet south of Spring Garden St. OH Br. and south end of Penn Interlocking. | All Routes, passenger and freight 30 miles per hour in either direction. | | | | | | | | | |
| South end of Penn Interlocking and Arsenal Interlocking Station | | | | | | | | | | |
| ..... | ..... | ..... | 60 | 30 | ..... | ..... | ..... | ..... | 60 | 30 |
| 36th Street Connection Zoo (38th St.—Conn. with Suburban Line) and Penn (Conn. with River Line) | ..... | ..... | 30 | 15 | ..... | ..... | ..... | ..... | 30 | 15 |
| D.R.R.R. & B. Co. Branch Shore Interlocking Station and Jersey Jersey and Divide..... | ..... | ..... | ..... | ..... | ..... | ..... | 30 50 | 30 40 | 30 60 | 30 40 |
| Divide and Division Post (P.R.S.L.) | Single Track 60 \| 40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chestnut Hill Branch North Philadelphia and West End of Interlocking Chestnut Hill. | ..... | ..... | ..... | ..... | ..... | ..... | 50 | 25 | 50 | 40 |
| West Philadelphia Elevated Branch Zoo and Arsenal Interlocking Station Arsenal Interlocking Station and Brill Interlocking Station | ..... | ..... | ..... | ..... | 30 45 | 30 40 | 30 45 | 30 40 | ..... | ..... |
| Grays Ferry Branch Zoo Interlocking and Arsenal Interlocking | Single Track 30 \| 20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| West Chester Branch Arsenal Interlocking Station and Media Through Media Interlocking Media and End of Block Sign. 3155 feet north of West Chester Passenger Station | 15 50 | 15 30 | ..... | ..... | ..... | ..... | 50 | 40 | 50 | 40 |
| Delaware Extension Arsenal Interlocking and End of Main Track | ..... | ..... | ..... | ..... | ..... | ..... | 30 | 30 | 30 | 30 |
| Schuylkill Branch Valley and Cynwyd Cynwyd and Barmouth Barmouth and Man | ..... | ..... | ..... | ..... | ..... | ..... | 50 50 50 | 30 30 40 | 50 50 50 | 20 40 40 |
| Trenton Branch Division Post (New York Division) and Dale Dale and Glen | 40 | 40 | ..... | ..... | ..... | ..... | 40 | 40 | 50 | 50 |
| Phila. and Thorndale Branch Dale and Thorn | ..... | ..... | ..... | ..... | ..... | ..... | 40 | 40 | 50 | 50 |

Philadelphia Division (Continued)

| Branches Between: | Single Track | | No. 4 Track | | No. 3 Track | | No. 2 Track | | No. 1 Track | |
|---|-----------------|------|----------------|------|----------------|------|----------------|------|----------------|------|
| | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. |
| | Miles per Hour | | | | | | | | | |
| Connecting Tracks | | | | | | | | | | |
| Jersey and Hatch | 30 | 30 | | | | | | | | |
| Jersey and Minson | 20 | 20 | | | | | | | | |
| Jordan and Pennsauken | 15 | 15 | | | | | | | | |
| Hatch and Divide | 15 | 15 | | | | | | | | |
| Bordentown Branch | | | | | | | | | | |
| Division Post (P.R.S.L.) and westward limits Cooper Interlocking | 15 | 15 | | | | | | | | |
| Within Cooper Interlocking | | | | | | | 30 | 30 | 30 | 30 |
| Cooper and Hatch | 30 | 30 | | | | | | | | |
| Hatch and Minson | 40 | 40 | | | | | | | | |
| Pemberton Branch | | | | | | | | | | |
| Cooper and State Street | 15 | 15 | | | | | | | | |
| State Street and Birmingham | 45 | 45 | | | | | | | | |
| Birmingham and Pemberton | 45 | 30 | | | | | | | | |

Chesapeake Division

| Main Line Between: | Gauntlet Track | | No. 4 Track | | No. 3 Track | | No. 2 Track | | No. 1 Track | |
|-----------------------------------|-------------------|------|----------------|------|----------------|------|----------------|------|----------------|------|
| | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. |
| | Miles per Hour | | | | | | | | | |
| Bell and Landlith | | | | | 75 | 50 | 75 | 50 | | |
| Landlith and West Yard | | | | | 60 | 50 | 60 | 50 | | |
| West Yard and Ragan | | | | | 80 | 50 | 80 | 50 | | |
| Ragan and Davis | | | 70 | 50 | 80 | 50 | 80 | 50 | | |
| Davis and Iron Hill | | | 70 | 50 | 80 | 50 | 80 | 50 | 35 | 35 |
| Iron Hill and North East | | | 70 | 50 | 80 | 50 | 80 | 50 | | |
| North East and Principio | | | | | 80 | 50 | 80 | 50 | | |
| Principio and Perryville | | | 65 | 50 | 80 | 50 | 80 | 50 | 65 | 50 |
| Perryville and Havre de Grace | | | | | 60 | 45 | 60 | 45 | | |
| Havre de Grace and Oak | | | 80 | 50 | 80 | 50 | 80 | 50 | 80 | 50 |
| Oak and Bush | | | 80 | 50 | 80 | 50 | 80 | 50 | | |
| Bush and Gunpow | | | | | 80 | 50 | 80 | 50 | | |
| Gunpow and River | | | 80 | 50 | 65 | 50 | 80 | 50 | 50 | 50 |
| River and North Point | | | 80 | 50 | 65 | 50 | 80 | 50 | | |
| North Point and Bay | | | 80 | 50 | 35 | 35 | 80 | 50 | | |
| Bay and Union Junction | | | 60 | 35 | 35 | 35 | 60 | 35 | 35 | 35 |
| B. & P. Jct. and Fulton | 30 | 20 | | | 30 | 20 | 30 | 20 | | |
| Fulton and Frederick Road | | | 50 | 40 | 75 | 50 | 75 | 50 | 50 | 40 |
| Frederick Road and Winans | | | 50 | 40 | 80 | 50 | 80 | 50 | 50 | 40 |
| Winans and Vern | | | 50 | 40 | 80 | 50 | 80 | 50 | | |
| Vern and Landover | | | | | 80 | 50 | 80 | 50 | 50 | 50 |
| Landover and Division Post (W.T.) | | | | | 80 | 50 | 80 | 50 | | |
| Landover and Signal F-1300 | | | | | 50 | 40 | 50 | 40 | | |

| Locs Between | Track | | No. 1 Track | | No. 2 Track | | No. 1 Track | |
|--------------|-------|------|-------------|------|-------------|------|-------------|------|
| | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. |
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NOTE—

Between the following locations where passenger train speed is 60 miles per hour or more, except where otherwise restricted TT symbol freight trains are authorized to operate at a maximum speed of 60 miles per hour when consist is confined to TTX, BTTX and ETTX type equipment:

MAIN LINE—Southward

Bell to Bay

Gwynn to Landover

MAIN LINE—Northward

Landover to Gwynn

Bay to Bell

When any of the above symbolized freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

When handling above trains, the Conductor must know the Engineman has been so advised.

Harrisburg Division

| | Other Tracks | | No. 4 Track | | No. 3 Track | | No. 2 Track | | No. 1 Track | |
|---|----------------|-------|-------------|-------|-------------|-------|-------------|-------|-------------|-------|
| Main Line Between: | Pas. | Ert. | Pas. | Ert. | Pas. | Ert. | Pas. | Ert. | Pas. | Ert. |
| | Miles per Hour | | | | | | | | | |
| Park Interlocking Station and Cork Eastward Interlocking limits | ..... | ..... | 75 | 50 | ..... | ..... | ..... | ..... | 75 | 50 |
| Through Cork Interlocking Westward Station | 60 | 50 | ..... | ..... | ..... | ..... | 75 | 50 | 75 | 50 |
| Eastward Station | 60 | 50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cork Westward Interlocking Limits and State | ..... | ..... | ..... | ..... | ..... | ..... | 75 | 50 | 75 | 50 |
| and Division Post (Allegheny Division) | | | | | | | 75 | 50 | 75 | 50 |
| Station and Division (Allegheny Division) | | | 50 | Fr | | | | | | |

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| Branches Between: | Single Track | | No. 4 Track | | No. 3 Track | | No. 2 Track | | P. |
|---|----------------------------|----------------------------|----------------|-------|----------------|-------|----------------------|----------------------|----------------------|
| | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. | |
| Miles per Hour | | | | | | | | | |
| Atglen and Susquehanna Br. Park and M. P. 1 M. P. 1 and M. P. 15 M. P. 15 and Smith Smith and Wago Junction | ..... | ..... | ..... | ..... | ..... | ..... | 45 50 40 40 | 45 50 40 40 | 45 50 50 40 |
| Columbia Branch Cork and Cola Shocks and State | 35 | 35 | | | | | 35 | 35 | 35 |
| Columbia and Port Deposit Br. Division Post (Chesapeake Division) and Port | | | | | | | 30 | 30 | 30 |
| Northern Central Branch Division Post (Ches. Div.) and York York and Wago Junction Wago Junction and Cly | 55 50 40 | 40 40 40 | | | | | | | |
| York Haven Line Cly and Lemo Wago Junction and Cly Cly and Stell Lemo and Stell Stell and Day | | | | | | | 40 40 25 25 | 40 40 25 25 | 40 40 25 25 |
| Cumberland Valley Branch State and Lemo Lemo and Mile Post 9 Mile Post 9 and Watts Watts and Pennroad Pennroad and Town | 30 40 40 40 40 | 30 40 35 40 35 | | | | | | | |
| Norfolk and Western Rwy. Hager and Vardo (Shomo Yard) | 30 | 20 | | | | | | | |
| Williamsport Branch (Main Line Northern Division) Rockville and Division Post (Northern Division) | 60 | 45 | | | | | | | |

NOTE—Between the following locations where passenger train speed is 60 MPH or more, except where otherwise restricted, TT, PR, CB, AST-2, AST-4, CG-8 and Trans. Amer. Special symbolized freight trains are authorized to operate at a maximum speed of 60 MPH: Main Line—Between Park and State.

When any of the above symbolized freight trains are combined with any other freight train, the maximum authorized speed of 50 miles per hour must not be exceeded.

NOTE—(All Divisions)

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, except as provided below or unless otherwise instructed:

On tracks where maximum speed is 60 miles per hour, Passenger trains with Box and Refrigerator type freight cars not equipped for passenger service and trains consisting of more than 30 cars of all passenger equipment may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.

| 1157-C2. (All Divisions) Operating against current of traffic, except where Rule 261 is in effect, unless otherwise Specified | Miles per Hour | |
|---|----------------|------|
| | Pgr. | Frt. |
| New York Division | | |
| Main Line..... | 50 | 40 |
| Branches: | | |
| Jersey City | 40 | 30 |
| P.A.&W..... | 50 | 30 |
| Trenton..... | 20 | 20 |
| Philadelphia Division | | |
| Main Line..... | 50 | 40 |
| Arsenal Interlocking Sta. and Division Post (Chesapeake Division)..... | 50 | 40 |

| | Miles per Hour | |
|--|-------------------|------|
| | Psg'r | Frt. |
| Branches: | | |
| Chestnut Hill—No. 1 track..... | 40 | 30 |
| No. 2 track..... | 40 | 25 |
| West Chester—Arsenal to Media except No. 1 track Fernwood to Lansdowne..... | 40 | 30 |
| Fernwood to Lansdowne—No. 1 track..... | 30 | 30 |
| Schuylkill—Valley to Man | 50 | 30 |
| Trenton Branch..... | 40 | 40 |
| Philadelphia & Thorndale Branch..... | 40 | 40 |
| Harrisburg Division | | |
| Main Line..... | 50 | 40 |
| Branches: | | |
| Atglen & Susquehanna Branch..... | 40 | 40 |
| Chesapeake Division | | |
| Main Line..... | 50 | 40 |
| Branches: | | |
| Shellpot..... | 30 | 30 |

1157-C3. (All Divisions) Wreck, Work and Wire Trains

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

NOTE—Where speed of freight trains is slower than speeds shown in this instruction, the freight train speed must not be exceeded.

| New York Division | Miles per Hour | | | | |
|--------------------------------|----------------|------------------|------|-----------------|------|
| | Wire Train | Boom Trailing | | Boom Forward | |
| | | Wreck | Work | Wreck | Work |
| Main Line..... | 50 | 50 | 30 | 40 | 20 |
| Belvidere Delaware Branch..... | | 30 | 30 | 30 | 20 |
| All Other Branches..... | 30 | 30 | 30 | 20 | 20 |

| Philadelphia Division | Miles per Hour | | |
|--|----------------|------------------|-----------------|
| | Wire Train | Wreck & Work | |
| | | Boom Trailing | Boom Forward |
| Main Line | | | |
| Between: | | | |
| Division Post (New York Division) and Paoli..... | 50 | 50 | 40 |
| Paoli and Park: | | | |
| Passenger tracks..... | 50 | 50 | 40 |
| Freight tracks..... | 40 | 40 | 30 |
| Arsenal and Mile Post 6..... | 50 | 50 | 40 |
| Mile Post 6 and Division Post (Ches. Div.): | | | |
| Wreck trains..... | | 50 | 40 |
| Work trains..... | | 30 | 30 |
| Wire trains..... | 50 | | |
| Jersey and Division Post (P.R.S.L.)..... | 30 | 30 | 20 |
| Branches and Secondary Tracks: | | | |
| Suburban Line..... | 30 | 30 | 20 |
| River Line..... | 30 | 30 | 20 |
| D. R. R. R. & B. Co. Branch..... | 30 | 30 | 20 |
| Chestnut Hill Branch..... | 40 | 40 | 30 |
| West Philadelphia Elevated Branch..... | 30 | 30 | 20 |
| Grays Ferry Branch..... | 20 | 20 | 20 |
| West Chester Branch..... | 40 | 40 | 30 |
| Schuylkill Branch..... | 40 | 40 | 30 |
| Schuylkill Secondary Track..... | 30 | 30 | 25 |
| Delaware Extension..... | 20 | 20 | 20 |
| Trenton Branch..... | 35 | 35 | 80 |
| Philadelphia and Thorndale Branch..... | 35 | 35 | 30 |

| Philadelphia Division (Continued) | Miles per Hour | | |
|---|----------------|---------------|--------------|
| | Wire Train | Wreck & Work | |
| | | Boom Trailing | Boom Forward |
| Octoraro Secondary Track | | | |
| Wawa and Ox..... | 30 | 30 | 30 |
| Ox and Colora..... | 15 | 15 | 15 |
| Bordentown Branch..... | 30 | 30 | 20 |
| Pemberton Branch..... | 30 | 30 | 20 |
| Bordentown Secondary Track..... | 30 | 30 | 20 |
| Pomeroy Secondary Track..... | 15 | 15 | 10 |
| Harrisburg Division | | | |
| Main Line | | | |
| Between: | | | |
| Park and Banks..... | 50 | 50 | 40 |
| Atglen and Susquehanna Branch..... | 35 | 35 | 30 |
| Columbia and Port Deposit Branch..... | 30 | 30 | 30 |
| Columbia Branch..... | 35 | 35 | 30 |
| Northern Central Branch: | | | |
| Division Post (Ches. Div.) and Wago Junction..... | 40 | 40 | 30 |
| York Haven Line | | | |
| Between: | | | |
| Wago Jct. and Lemo..... | 35 | 35 | 30 |
| Lemo and Day..... | 25 | 25 | 25 |
| Cumberland Valley Branch..... | 35 | 35 | 30 |
| Winchester Secondary Track..... | 30 | 30 | 25 |
| Williamsport Branch | | | |
| (Main Line Northern Division)..... | 35 | 35 | 25 |
| Frederick Secondary Track: | | | |
| York and Frederick..... | 30 | 30 | 30 |
| New Holland, Lebanon, Dillsburg, Waynesboro, and Mercersburg secondary tracks..... | 15 | 15 | 10 |

| Chesapeake Division | Miles per Hour | | | | |
|--|----------------|---------------|------|--------------|------|
| | Wire Train | Boom Trailing | | Boom Forward | |
| | | Wreck | Work | Wreck | Work |
| Main Line | | | | | |
| Between: | | | | | |
| Division Post (Phila. Div.) and | 50 | 50 | 30 | 40 | 30 |
| Division Post (W.T.)..... | 30 | 30 | 30 | 30 | 30 |
| Landover and Division Post (R.F.&P.).. | | | | | |
| Branches and Secondary Tracks | | | | | |
| Between: | | | | | |
| Northern Central Branch | | | | | |
| Baltimore and Div. Post (Hbg. Div.).... | 40 | 40 | 30 | 40 | 30 |
| C. & P. D. Branch | | | | | |
| Perryville and Div. Post (Hbg. Div.).... | 40 | 40 | 30 | 30 | 30 |
| Porter Branch: | | | | | |
| Bank and Porter..... | 40 | 40 | 30 | 30 | 30 |
| Delmarva Branch: | | | | | |
| Davis and Mile Post 15..... | 15 | 15 | 15 | 15 | 15 |
| Mile Post 15 and Cassatt | 40 | 40 | 30 | 30 | 30 |
| Shellpot Branch | | | | | |
| Bridge and Ragan..... | 30 | 30 | 30 | 30 | 30 |
| Pope's Creek Secondary Track | | | | | |
| Bowie and La Plata..... | 30 | 30 | 30 | 30 | 30 |
| La Plata and Lothair..... | 15 | 15 | 15 | 15 | 15 |
| Centreville Secondary Track | | | | | |
| Townsend and Centreville..... | 30 | 30 | 30 | 20 | 20 |
| Chestertown Secondary Track | | | | | |
| Mass and Chestertown | 30 | 30 | 30 | 20 | 20 |
| Oxford Secondary Track | | | | | |
| Clayton and Cross..... | 30 | 30 | 30 | 20 | 20 |
| D. M. & V. Secondary Track | | | | | |
| Harrington and Snow Hill..... | 30 | 30 | 30 | 20 | 20 |

| Chesapeake Division (Continued) | Miles per Hour | | | | |
|---|----------------|---------------|------|--------------|------|
| | Wire Train | Boom Trailing | | Boom Forward | |
| | | Wreck | Work | Wreck | Work |
| Branches and Other Tracks Between: | | | | | |
| Cambridge Secondary Track | | | | | |
| Seaford and Coke..... | 15 | 15 | 15 | 15 | 15 |
| Coke and Tank..... | 30 | 30 | 30 | 20 | 20 |
| Crisfield Secondary Track | | | | | |
| Kings Creek and Field..... | 30 | 30 | 30 | 20 | 20 |
| Pocomoke Secondary Track | | | | | |
| Cassatt and End of Block 435 feet north of Mile Post 89.... | 30 | 30 | 30 | 20 | 20 |
| Rehoboth Track | | | | | |
| Georgetown and Rehoboth..... | 20 | 20 | 20 | 20 | 20 |
| Vienna Track | | | | | |
| Hurlock and Vienna..... | 30 | 30 | 30 | 20 | 20 |
| Denton Track | | | | | |
| End of track 1750 feet west of Queenstown and Queen Anne..... | 30 | 30 | 30 | 20 | 20 |
| Mardela Track | | | | | |
| Salisbury and Hebron..... | 30 | 30 | 30 | 20 | 20 |
| Willard Track | | | | | |
| Salisbury and End of track Pittsville..... | 30 | 30 | 30 | 20 | 20 |
| Ocean City Track | | | | | |
| Berlin and West Ocean City..... | 30 | 30 | 30 | 20 | 20 |
| Capes Track | | | | | |
| End of Block and 2491 feet south of Mile Post 92..... | 15 | 15 | 15 | 15 | 15 |

| Main Line* (All Divisions) | Miles per Hour |
|--|----------------|
| 1157-C4. (All Divisions) Circus Trains..... | *40 |
| 1157-C5. (All Divisions) Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, pile drivers, etc.; moving on own wheels see Rule 4155-A. | |
| —on straight track..... | *30 |
| —on curves..... | *20 |
| 1157-C6. (All Divisions) Freight trains with 30 or more cars of mineral freight..... | *40 |
| Eastward between Wynnewood and Overbrook Freight trains that consist of 50 per cent or more mineral freight and freight trains that consist of over 125 cars.. | 20 |
| Jenny type cars, loaded or empty..... | *40 |
| NOTE—When handling such trains conductors must know that enginemen have been so advised. | |
| 1157-C7. (All Divisions) Snow Plows in service (See Note) | *20 |
| Snow Flangers in service..... | *20 |
| Passing station platforms all highway grade crossings and trains on adjacent tracks..... | 5 |
| NOTE—When plowing, snow plow must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between the plow and engine. | |
| 1157-C8. (Chesapeake Division) Special groups of cars equipped for handling long lengths of welded rail with a type GRa car at each end with efficient hand brakes on front end of revenue freight trains..... | *40 |

NOTE—*When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.

| Main Line* (All Divisions) (Continued) | Miles per Hour |
|---|-------------------|
| 1157-C11. (All Divisions) Passenger train assisted by an engine on rear and air brake controlled by leading engine. Schuylkill Secondary Track..... | 30 20 |
| 1157-C12. (All Divisions) Pushing Cars—Passenger Trains..... —Freight Trains..... | 30 20 |
| 1157-C15. (All Divisions) Diesel engines when operated from rear unit or other than leading end for direction of movement..... | 30 |
| 1157-C16. (Phila. Div.) Speed over grade crossings when protected by a member of the crew..... | 6 |
| 1157-C17. (Phila. Div.) Burlington—Trains and engines must consume at uniform speed four and one-half minutes between MJ and Burlington. A member of the crew must be on seat box opposite engineman maintaining lookout, and engine bell ringing between these points. Riverside—Fairview Street and Pavilion Avenue..... Through Riverton and Palmyra—(between ½ mile west of Mile Post 7 and ½ mile east of Mile Post 9) | 15 35 |
| Other Tracks | |
| 1157-C18. (Phila., Ches. & Hbg. Divs.) Movement on surface tracks over road or street crossings south of Sixth Street, within the city limits of Chester..... | 10 |
| Movements over surface tracks over road and street crossings within the City limits of Wilmington..... | 6 |
| Movements on City Block Route, on Boston St., on Fleet St., on Aliceanna St. and on Guilford Ave., Baltimore.... | 4 |
| New Freedom Westward storage track..... | 4 |

TURNOUTS
1157-D1. (All Divisions) Maximum Speeds
New York Division

| Spring Switch Location | Movement Involving Spring Switch | Miles per Hour |
|---|--|----------------|
| OB—Connecting No. 1 Running and secondary track | Trailing—Springing Switch through turnout..... | 30 |
| East End—Connecting No. 1 Running and secondary track | Trailing—Springing Switch through turnout..... | 15 |
| Deep Cut—Connecting No. 2 Running and secondary track | Trailing—Springing Switch through turnout..... | 15 |
| CQ—Connecting No. 2 Running and secondary track | Trailing—Springing Switch through turnout..... | 15 |
| CQ—Connection—yard to secondary track | Trailing—Springing Switch through turnout..... | 15 |
| Lead Switch, Kent connecting lead track to main track | Trailing—Springing Switch through turnout..... | 15 |
| Interlocked Switches | | |
| Lane—To or from No. 2 track, Greenville Branch, through switch located in No. 2 Track, Main Line, 180 feet east of Lane Interlocking Station..... | | 15 |
| Other Crossovers and Turnouts | | |
| Class GG engines through No. 8 crossovers or turnouts must not exceed speed indicated either operating or being hauled..... | | 5 |
| All other class engines either operating or being hauled.... | | 15 |

This applies to all hand-operated crossovers and turnouts, and the following interlocked crossovers or turnouts.

MAIN LINE:

Hudson—Crossovers between tracks No. 5 and No. 6.

Elmora—Switch to Elizabeth Freight Yard.

Midway—Switch to Yard.

Fair—Slip switches, in track No. 5, of crossovers between track No. 1 Belvidere-Delaware Secondary and track No. 4; both crossovers between track No. 2 Belvidere-Delaware Secondary and track No. 5; turnout east and west end track No. 7.

JERSEY CITY BRANCH:

Waldo—Switch to Waldo Avenue Yard.

PASSAIC AND HARSIMUS BRANCH:

Harsimus Cove (JH)—Crossover between tracks No. 5 and No. 6 and between tracks No. 6 and No. 7.

Karny—Combination dividing switch at connection of track No. 2 and yard lead; switch to Government Lead.

BELVIDERE-DELAWARE SECONDARY TRACK:

Fair—Crossover between tracks No. 1 and No. 2.

AMBOY SECONDARY TRACK:

SA—Connection of N.Y. & L.B.R.R. and Amboy Secondary Track.

Harrisburg Division

| Spring Switch Location | Movement Involving Spring Switch | Miles per Hour |
|--|--|----------------|
| Pennroad— South end of siding | Trailing—Springing switch through turnout..... | 15 |
| Wood— South end of siding | Trailing—Springing switch through turnout..... | 15 |
| Town— North end of siding | Trailing—Springing switch through turnout..... | 15 |
| Non-Interlocked crossovers and turnouts—diverging movements..... | | 10 |

NOTE—This applies to all hand-operated Crossovers and Turnouts and the following interlocked crossovers and turnouts:

Lemo —Switch to east leg of Wye.
Hager {Crossover between secondary track
and No. 2 yard track.

Chesapeake Division

| Other Crossovers and Turnouts | Miles per Hour |
|--|----------------|
| Non-interlock turnouts—diverging movements— Except Electric engines..... | 15 |
| Electric engines..... | 10 |
| Electric engines through switches from B track to O track at Landlith..... | 10 |
| Electric engines from ladder tracks at north and south end of Edge Moor receiving yard and from inward and outward enginehouse tracks at Landlith..... | 6 |

Philadelphia Division

| | Interlocked Crossovers and Turnouts | Miles per Hour |
|--|--|----------------|
| Brooke— | { Switch to Reading Co. tracks, 165 feet west of Block Station..... Switch to west end Birdsboro track..... Switch to Birdsboro Freight Station... Switch to Brooke track, 394 feet west of Block Station..... Switch to west end of Brooke track..... | 10 |
| Cooper— | All crossovers and turnouts..... | 10 |
| Non-interlocked crossovers and turnouts—diverging movements..... | | 10 |
| All hand-operated crossovers and turnouts..... | | 10 |

1157-E1. (All Divisions) Maximum speeds approaching a movable bridge on a track not protected by both a home signal and a distant signal.

| Location | Miles per Hour |
|--|----------------|
| New York Division | |
| Jersey City Branch: | |
| Hack (against current of traffic)..... | 20 |
| P. & H. Branch: | |
| Hack (against current of traffic)..... | 20 |
| Karny (against current of traffic)..... | 15 |
| Greenville Branch: | |
| Bay (against current of traffic)..... | 20 |
| Philadelphia Division | |
| D. R. R. & B. Co. Branch: | |
| Jersey (against current of traffic)..... | 15 |
| Bordentown Branch: | |
| West Yard Lead: | |
| Cooper..... | 6 |
| Chester and Philadelphia Track: | |
| Darby Creek..... | 15 |
| Chesapeake Division | |
| Main Line: | |
| Anacostia..... | 20 |
| Potomac River..... | 20 |
| Shellpot Branch: | |
| Ward..... | 20 |
| Bridge..... | 20 |
| Lewes Beach Track: | |
| Lewes..... | 6 |
| McDaniel Track: | |
| Royal Oak..... | 6 |

CURVES, BRIDGES, ETC.

1157-F1. (All Divisions) Maximum Speeds

New York Division

Note: Where scheduled passenger train service is operated in the State of New Jersey, Permanent Speed Restriction Signs, displaying black numerals on rectangular yellow background, indicating speed restriction on curves or bridges will be in service, except within the limits of an interlocking. These signs will be located at braking distance in advance of the restriction.

| Main Line | Miles per Hour |
|--|----------------|
| Sunnyside Yard, east end loop tracks..... | 15 |
| Sunnyside Yard, drafts containing passenger cars on Loop 1 and Loop 2 tracks while moving through car washing machines, located 3180 feet east of F..... | 3 |
| Portal Movable Bridge..... | 45 |
| Frt. tr. oper. against current of traf. Portal Movable Bridge..... | 10 |
| Curves between Elizabeth and South Elizabeth..... | 55 |
| First curve west of Trenton Passenger Station..... | 65 |
| Jersey City Branch | |
| Curves bet. automatic signal 34 and Waldo No. 1 Track | 35 |
| Curves between Waldo and a point 300 feet west of automatic signal 29, No. 2 Track..... | 25 |
| Hack Movable Bridge—with current of traffic..... | 45 |
| Hack Movable Bridge—against current of traffic..... | 20 |

| New York Division (Continued) | Miles per Hour |
|---|-------------------|
| Passaic and Harsimus Branch | |
| Bridge 6.16 over Jersey City Branch at Karny..... | 15 |
| Karny Movable Bridge..... | 15 |
| P. A. & W. Branch | |
| Curve west of Union..... | 30 |
| Curve between WC and connection to No. 1 Track, west side of C. R. R. of N. J., overhead bridge..... | 20 |
| Princeton Branch | |
| Curve, Princeton Junction..... | 15 |
| Bordentown Secondary Track | |
| South side Trenton Passenger Station— From east end Trenton Station platform to west end Fair Interlocking on all tracks to and from Borden- town Secondary Track..... | 10 |
| Curves between BO and east end of Crosswick Creek bridge..... | 20 |
| Belvidere-Delaware Branch | |
| Over switches at Kent..... | 30 |
| Between a point 8,700 feet south and a point 7,900 feet south of DY (Marble Hill)..... | 15 |
| Between a point 5,600 feet south and a point 4,400 feet south of DY (Iron Mountain)..... | 15 |
| Freehold Secondary Track | |
| Farmingdale: Through Interlocking..... | 20 |
| Farmingdale: Over highway crossing on Siding..... | 6 |
| Freehold: Over South Street and Main Street grade crossings..... | 6 |
| Englishtown: Over Sodden St. grade crossing..... | 10 |
| Jamesburg: Between Jamesburg Station and a point 5020 feet east thereof (Buckelew Ave., grade crossing—fourth grade crossing east of station)..... | 10 |
| Amboy Secondary Track | |
| Over switches at East End..... | 15 |
| Hightstown Secondary Track | |
| Hightstown to K..... | 20 |
| Hightstown to end of block (west of K)—Trains with cars in excess of 220,000 lbs. maximum weight..... | 10 |
| Robbinsville Secondary Track | |
| Yardville—Between 500 feet east and 500 feet west of Trenton Road grade crossing..... | 15 |
| Robbinsville—Over Allentown road grade crossing..... | 10 |
| Martins Creek Spur | |
| Curve at south end of Spur..... | 10 |
| Lambertville—Flemington | |
| Bridge 1.80, Alexauken Creek..... | 10 |
| Bridge 3.84, Alexauken Creek..... | 10 |
| Bridge 9.75, Neshanic Creek..... | 10 |
| Bridge 10.90, Neshanic Creek..... | 10 |
| Coalport-Hamilton Ave., Running Track | |
| Trenton: Over East State Street and Perry Street grade crossings..... | 6 |
| Center St. Track | |
| Track leading to Zausner Foods, Inc. | 6 |

| Philadelphia Division | | Miles per Hour |
|---|--|-------------------|
| Main Line | | |
| Curve eastward from Ford..... | | 60 |
| Curve between Shore and Ford..... | | 50 |
| Curve Mile Post 84 to 2nd St. overhead Br. | | 65 |
| Curve at Bridge 86.11 (Ridge Ave.) No. 2 track and No. 3 track..... | | 60 |
| Through Valley interlocking No. 2 track..... | | 30 |
| Between 52nd St. and westward end of Valley curve No. 4 track..... | | 30 |
| Curve between Mile Post 5 and eastward limit Over- brook interlocking No. 4 track..... | | 60 |
| Curve from Narberth passenger station eastward to Merion..... | | 60 |
| Curve eastward from St. Davids..... | | 60 |
| Curve westward from Devon..... | | 65 |
| Curve eastward from Berwyn..... | | 45 |
| 1st and 2nd Curves 1200 feet west of Block Signal 295..... | | 60 |
| Note {For freight trains shown in Note to Special In- struction 1157-C1 (Phila. Div.) | | |
| 1st curve west of Block Signal 295—all tracks..... | | 55 |
| Curve from Grays Ferry Ave. overhead Br. to M.P. 3.. | | 60 |
| Curve at Curtis Park—No. 1, No. 2, No. 3 and No. 4 tracks..... | | 70 |
| Curve under Jumpover north of Bell—No. 2 and No. 3 tracks..... | | 30 |
| Curve at Vernon Bridge Route..... | | 30 |
| River Line | | |
| All curves between Zoo Interlocking Station and 34th St. overhead Br..... | | 30 |
| All curves 34th St. overhead Br. to South St. overhead Bridge..... | | 40 |
| All curves South St. overhead Br. to Arsenal Interlock- ing Station..... | | 50 |
| Chestnut Hill Branch | | |
| Curve at North Phila. station..... | | 15 |
| Curve between Queen Lane and Cheltenham Ave..... | | 40 |
| Curve between Cheltenham Ave. passenger station and undergrade Br. 3.10..... | | 25 |
| First curve eastward from Allen Lane..... | | 40 |
| Curve between westward limits Chestnut Hill Interlock- ing and Highland..... | | 40 |
| West Chester Branch | | |
| Curves Arsenal interlocking to Woodland Ave. overhead Bridge..... | | 40 |
| Curve northward from Fernwood..... | | 45 |
| Northward trains and engines on No. 1 track between Providence Road and Bishop Avenue Crossings..... | | 30 |
| Morton, No. 1 and No. 2 track, Amosland Road, Morton Ave., Woodland Ave., and Blue Church Rd..... | | 25 |
| Curve at Moylan-Rose Valley..... | | 45 |
| Media curve southward to Br. 14.41, Ridley Creek..... | | 45 |
| Curve southward from Br. 14.41..... | | 45 |
| Curve at Elwyn passenger station..... | | 45 |
| First curve southward from Elwyn passenger station..... | | 30 |
| Parkmount crossing Lenni freight station, yard and run- ning tracks..... | | 6 |
| First curve northward from Wawa..... | | 40 |
| Curve southward from Wawa passenger station..... | | 40 |
| All curves southward from Darlington passenger station to curve northward from Locksley passenger station... | | 45 |
| West Chester, Nields Street Crossing..... | | 5 |
| West Chester, Union St., Crossing..... | | 5 |
| NOTE—For movement of wreck derrick, see Special Instruction 1160-C4. | | |

| Philadelphia Division (Continued) | | Miles per Hour |
|---|--|-------------------|
| Schuylkill Branch | | |
| Curve at Valley interlocking, No. 2 track..... | | 15 |
| Curve between Jefferson St. Br. and 52nd St., No. 1 track.. | | 20 |
| Curves Cynwyd to Manayunk..... | | 40 |
| Schuylkill Secondary Track | | |
| Curve eastward from Conshohocken..... | | 20 |
| Conshohocken Street Crossings..... | | 20 |
| Curve 390 feet west of Mile Post 15..... | | 15 |
| Curve 3025 feet west of Mile Post 17..... | | 15 |
| Between 1000 feet west of Hanover Street and Keim Street Grade Crossing, Pottstown..... | | 15 |
| Crossing, Reading Co. Brooke..... | | 15 |
| First curve east of Mile Post 93..... | | 10 |
| Washington St., Pottsville to Mile Post 95..... | | 20 |
| Curve at Mile Post 95..... | | 25 |
| Octoraro Secondary Track | | |
| Chadd Automatic Interlocking..... | | 15 |
| Over Woodland Avenue Crossing, south of West Grove.. | | 8 |
| Between Oxford freight station and slow board 200 feet south of South Street crossing, Oxford..... | | 20 |
| Over State Road crossing south of Grove..... | | 6 |
| Krauss Road crossing, 1500 feet south of Mile Post 58.... | | 5 |
| Speed Ordinances | | |
| Within City Limits, Philadelphia, over highway or street crossings at grade not protected by crossing watchmen or flashing light signals..... | | 10 |
| Bordentown Branch | | |
| Bridge 1.50 Cooper River Movable Bridge..... | | 20 |
| Bridge 3.26 Petty Island Movable Bridge..... | | 10 |
| Bordentown Secondary Track | | |
| Delanco Movable Bridge..... | | 20 |
| Pemberton Branch | | |
| Curve South of Pavonia at Pleasant Street..... | | 15 |
| Curve at Westfield Ave. Mile Post 3 to Haddonfield Road south of Pennsauken..... | | 30 |
| Centre Street, Park Ave., Cove Road, Merchantville..... | | 20 |
| Between Locust Street 1,250 feet north West Moores- town and Stanwick Ave..... | | 25 |
| Bridge 15.15 South of Masonville..... | | 40 |
| Reverse curve between Mile Post 16 and Hainesport..... | | 40 |
| Bridge 16.67 North of Hainesport..... | | 40 |
| Curve between Mount Holly Station and Pine St..... | | 20 |
| Mile Post 23 to curve at Birmingham..... | | 30 |
| Curve at Birmingham..... | | 15 |
| From curve at Birmingham to Switch Leading to Birmingham Storage Track, 600 feet south of Mile Post 24..... | | 30 |

| Philadelphia Division (Continued) | | Miles per Hour |
|---|--|-------------------|
| Dix Running Track | | |
| Lewis—Over the following highway crossings: | | |
| Juliustown Road on U. T. Co. R. R..... | | 6 |
| Kinkora Running Track | | |
| Juliustown Road on south leg of Wye..... | | 6 |
| Juliustown—Main Street..... | | 6 |
| Juliustown Road..... | | 6 |
| Jobstown—At Monmouth Road crossing 50 feet south of Jobstown and Sykesville Road crossing 370 feet south of Jobstown..... | | 6 |
| Columbus—U.S. Highway 206..... | | 6 |
| Chesapeake Division Main Line | | Miles per Hour |
| Curve north of Wilmington Passenger Station, No. 2 and No. 3 tracks..... | | 40 |
| Freight trains, Wilmington Passenger Station..... | | 30 |
| Curve at Mile Post 27, No. 2 and No. 3 tracks..... | | 40 |
| Reverse curve Bay Block and Interlocking Station, No. 2 and No. 4 tracks..... | | 50 |
| Curve at Mile Post 94, No. 2 and No. 4 tracks..... | | 45 |
| Through Union Tunnels..... | | 45 |
| Between south portals of Union Tunnels and southern and westward limits of B.&P. Junction Block and Interlocking, all tracks..... | | 15 |
| To and from No. 4 track at Fulton Interlocking..... | | 15 |
| Curve at Fulton, No. 2 and No. 3 tracks..... | | 40 |
| Curve at overhead bridge, 560 feet south of Mile Post 98, No. 1 and No. 4 tracks..... | | 20 |
| Curve at Edmondson Station, No. 2 and No. 3 tracks..... | | 50 |
| Curve at Edmondson Station, No. 1 and No. 4 tracks..... | | 30 |
| First curve north of Frederick Road Station, No. 2 and No. 3 tracks..... | | 70 |
| Curve at Division Post (W.T.) No. 2 and No. 3 tracks.... | | 30 |
| Through Virginia Avenue Tunnel..... | | 20 |
| No. 2 and No. 3 tracks at Virginia leading to and from Washington Terminal..... | | 25 |
| Curve south of 7th Street, Washington: No. 2 and No. 3 tracks..... | | 30 |
| Curve at 14th Street. Washington: No. 2 and No. 3 tracks.. | | 30 |

| Chesapeake Division (Continued) | Miles per Hour |
|--|-------------------|
| Northern Central Branch | |
| Between overhead bridge 0.41 (Baltimore) and Union Junction..... | 12 |
| B&P Junction to and including curve 3000 feet west of Mile Post 3..... | 30 |
| Curves east of Mile Post 4 to curve west of Mile Post 6.... | 40 |
| First curve east of Mile Post 7 to Bridge 7.64..... | 30 |
| Reverse curves east of Lake, to Ruxton..... | 40 |
| Curve west of Lutherville..... | 40 |
| First curve east of Mile Post 17..... | 40 |
| Reverse curve at Mile Post 19..... | 30 |
| First curve east of Sparks to Bridge 21.65..... | 40 |
| Second curve east of Bridge 21.65..... | 30 |
| Mile Post 23 to Bridge 25.38 west of Blue Mount..... | 40 |
| First curve east of Mile Post 27..... | 40 |
| Curve at Mile Post 27..... | 30 |
| Curves at Bridges 27.34 and 27.42..... | 30 |
| Reverse curve east of Mile Post 28..... | 40 |
| First curve east of Parkton..... | 40 |
| Curves between Parkton and Mile Post 31..... | 40 |
| Curves Mile Post 31 to Mile Post 34..... | 30 |
| NOTE—Between Mile Post 3 and Division Post (Harrisburg Division) beginning and ending of curves marked by white rings on telegraph poles, each ring indicating speed of 10 miles per hour. | |
| Porter Branch | |
| Curve north of Bank | 30 |
| Christina Movable Bridge 2.27..... | 10 |
| Curve at New Castle Station..... | 20 |
| Delmarva Branch | |
| Main Track, between CC Sign 2100 feet north of Dover Passenger Station and CC Sign 600 feet north of Mile Post 48..... | 20 |
| Main Track, curves between 600 feet north of Mile Post 48 and 3000 feet south of Mile Post 48..... | 40 |
| Seaford movable bridge..... | 30 |
| Laurel movable bridge..... | 45 |
| Main Track, between Signal 03, 1947 feet south of Delmar | |
| Train Order Office and Delmar Train Order Office..... | 10 |
| Salisbury—Church Street Crossing..... | 20 |
| Corporate limit Salisbury, College Ave. to Naylor Street | 35 |
| Cassatt movable bridge..... | 30 |
| Columbia and Port Deposit Branch | |
| North and south legs of Wye, Perryville | 15 |
| Reverse curve at Mile Post 16..... | 30 |
| No. 1 and No. 2 tracks between Mile Post 23 and Midway | 30 |
| Reverse curves between Mile Post 29 and Pequea..... | 30 |
| Popes Creek Secondary Track | |
| Between Mile Post 13 and a point 2600 feet south of Mile Post 14..... | 15 |
| Between a point 500 feet south of Mile Post 22 and a point 3000 feet south of Mile Post 23..... | 15 |
| Over Main Street, La Plata; over State Road Crossing, Lothair; over State Road Crossing, Waldorf; over State Road Crossing, Brandywine; and over State Road Crossing, Marlboro..... | 6 |
| Centreville Secondary Track | |
| Curve at station at Townsend..... | 20 |
| Curve at station at Massey..... | 20 |
| Between whistle posts for Blue Star Memorial Highway, 1130 feet south of Mile Post 32..... | 15 |

| Chesapeake Division (Continued) | Miles per Hour |
|---|-------------------|
| Chestertown Secondary Track | |
| Between whistle posts for Blue Star Memorial Highway, 2280 feet south of Mile Post 1..... | 15 |
| Curve at station at Massey..... | 25 |
| Between Mile Post 16 and 4718 feet north of Chestertown | 20 |
| Lynch—Over State Route 561 | 5 |
| Wharton—Over State Route 297 | 5 |
| Oxford Secondary Track | |
| Curve at Clayton..... | 15 |
| Goldsboro—Over State Route 313—1510 feet north of Mile Post 20..... | 15 |
| Easton—All grade crossings..... | 6 |
| D.M. & V. Secondary Track | |
| Harrington—between State Highway Crossing Route 13 and northward home signal..... | 20 |
| Georgetown—1140 feet north of Georgetown to south leg of Wye..... | 10 |
| Berlin—Crossing at grade to connection leading to Ocean City track..... | 15 |
| Berlin—Main Street Crossing..... | 6 |
| Cambridge Secondary Track | |
| East New Market—over State Highway Crossing, Route 14..... | 15 |
| Crisfield Secondary Track | |
| Over State Highway Crossings, Routes 13 and 413, north of Westover..... | 6 |
| Between a point 2400 feet south of Mile Post 14 and a point 3600 feet south of Mile Post 14..... | 15 |
| Lewes Beach Track | |
| Nassau—over State Highway Crossing, Route 14..... | 6 |
| Lewes movable bridge..... | 6 |
| Milton Track | |
| Curve at Ellendale..... | 10 |
| Denton Track | |
| Denton bridge..... | 6 |
| Hillsboro, first and second road crossings west of..... | 6 |
| Bloomingdale road crossing..... | 6 |
| Track connecting Denton track with Oxford Secondary track..... | 8 |
| McDaniel Track | |
| McDaniel to Easton Junction—all grade crossings..... | 6 |
| Royal Oak movable bridge..... | 6 |
| Mardela Track | |
| Curve at Salisbury station..... | 5 |
| Ocean City Track | |
| Berlin, first crossing west of station..... | 6 |
| Berlin, State road crossings..... | 6 |

| Harrisburg Division (Continued) | Miles per Hour |
|--|-------------------|
| Winchester Secondary Track | |
| Switches and W. M. Crossings at Town and Hager..... | 15 |
| N&WRR Class J Engines or PM Passenger Cars: | |
| Bridge 82.13 south of Williamsport..... | 15 |
| Bridge 92.56 north of Martinsburg..... | 20 |
| Williamsport Branch | |
| (Main Line Northern Division) | |
| Curve 1700 feet west of Rockville..... | 30 |
| 1st Curve 6978 feet west of Rockville..... | 45 |
| New Holland Secondary Track | |
| Curve at Honey Brook..... | 15 |
| Curve east of Greenfield..... | 15 |
| Lebanon Secondary Track | |
| Bridge 0.63 Lebanon..... | 10 |
| Waynesboro Secondary Track | |
| Bridge 10.30 South of Mile Post 10..... | 15 |
| Bridge 11.96 South of Mile Post 11..... | 15 |
| Bridge 14.00 South of Mile Post 13..... | 15 |
| Mercersburg Secondary Track | |
| Bridge 61.37 West of Mile Post 61 (see note)..... | 15 |
| Bridge 70.20 West of Mile Post 70 (see note) (Lehmasters) | 15 |
| NOTE—Cars of gross load of 220,000 lbs. or more, 120 tons or heavier wrecking derrick, or a disabled engine must be separated from hauling engine and other loaded cars by two empty cars, when moving over these bridges. | |
| York Running Track | |
| Wrightsville, on Front Street..... | 6 |
| Between Mile Post 12 and York Block Station..... | 10 |
| Frederick Secondary Track | |
| Between Grant Street and West Market Street, West York..... | 6 |
| Leading end of trains passing over Main Street Crossing, first crossing south of Spring Grove freight station..... | 5 |
| Hanover, between Middle and Spruce Streets..... | 4 |
| Littlestown, over Baltimore Street Crossing..... | 6 |
| Curve at Bridge 68.92, Frederick..... | 10 |
| Speed Ordinances | |
| Mechanicsburg..... | 20 |
| Carlisle..... | 20 |
| Shippensburg..... | 6 |
| Hagerstown..... | 10 |
| Martinsburg..... | 10 |
| Winchester..... | 12 |
| Waynesboro..... | 6 |

ENGINES

1157-G1. (All Divisions) Maximum Speeds, unless otherwise restricted

| CLASS | MILES PER HOUR | | |
|-----------------------------|-------------------|----------------|-----------|
| | Single Unit Light | Multiple Light | With Cars |
| Electric Units: | | | |
| B-1..... | 25 | — | 25 |
| DD-1..... | 50 | — | 50 |
| E-44..... | 50 | 60 | 80 |
| GG-1 4883 to 4938 only..... | 50 | 60 | 100 |
| GG-1 4800 to 4882..... | 50 | 60 | 90 |
| L-6, L-6a..... | 50 | 50 | 50 |

| | Miles per Hour |
|--|----------------|
| MU Cars except Class MP-85..... | 65 |
| MU Cars Class MP-85 Nos. 150 to 155 inc., Nos. 201 to 219 inc., and Nos. 251 to 269 inc..... | 80* |
| MU Cars Class MP-85 DE-2—Nos. 220 to 229 inc..... | 80* |
| MU Cars Class MP-85 EE-2—Nos. 230 and 231..... | 80* |
| MU Cars Class MP-85 FE-2—Nos. 232 and 233..... | 80* |
| MU Cars Class MP-85 GE-2—Nos. 234 and 235..... | 80* |
| MU Cars Class MP-85 HE-2—Nos. 236 and 237..... | 80* |
| MU Cars Class MP-85 JE-2—Nos. 238 and 239..... | 80* |
| MU Cars Class MP-85 E-4—Nos. 800 to 830 inc..... | 160 |
| MU Cars Class MPC-85 E-5—Nos. 850 to 869 inc..... | 160 |
| MU Cars Class MPP-85 E-5—Nos. 880 to 889 inc..... | 160 |
| MU Cars Class MP-85 E-3—Nos. T-1, T-2, T-3 and T-4..... | 160 |
| Rail Motor Car or Cars..... | 65 |
| RDC (Budd Cars) Multiple Units..... | 80 |
| RDC (Budd Cars) Single Units..... | 50 |
| Rail Detector Cars..... | 50 |

*When air springs are deflated or over-inflated on, class MP-85 MU cars, the speed of the train must not exceed 30 miles per hour and diverting movements 15 miles per hour to the next terminal.

Electric engines coupled with proper pantograph-up arrangement will be operated as follows:

| Number of Units | Maximum Permissible Speed |
|-----------------|------------------------------------|
| 5 | 50 MPH unless otherwise restricted |
| 6 | 35 MPH unless otherwise restricted |
| Over 6 | Prohibited |

| CLASS | Multiple Light | With Train |
|---|----------------|------------|
| Diesel Units: | | |
| EP-20, EP-22..... | 60 | 80 |
| EF-15..... | 60 | 75 |
| Freight, except EF-15, EFS-17..... | 60 | 70 |
| EF-15, EFS-17..... | 60 | 65 |
| Shifter Types— | | |
| All classes, except following: | 50 | 60 |
| AS-16, AS-18, AS-24, ES-15, ES-17, FS-16, FRS-20X, FS-24..... | 50 | 65 |
| ARS-24S..... | 60 | 75 |
| ES-6, 5911..... | — | 40 |
| ES-15A..... | — | 55 |
| PRSL BS-15, BS-16 except 6011-6016, 6024 to 6027..... | 50 | 65 |
| PRSL BS-16MS 6011-6016, 6024-6027.... | 50 | 80 |
| Single Units—Light— | | |
| All classes..... | 30 | |

NOTE—

Diesel unit type designations:

Second letter (and third where used) in unit type designation indicates service as follows:

"P"—Passenger.

"F"—Freight.

"H"—Freight (Helper).

"FP"—Freight-Passenger.

"S"—Shifter.

"PS"—Shifter, Passenger.

"FS"—Shifter, Freight.

"R"—Road.

Numerals indicate engine horsepower in nearest hundreds:

Electric Units—Horsepower

Class E44.....4400 horsepower

Class GG1.....4620 horsepower

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS**1157-H1. Maximum Speeds, unless otherwise Specified****New York Division**

| Track | Between | And | Miles per Hour |
|--|------------------------------|---------------------------------|-------------------|
| Amboy..... | SA..... | JG..... | 30 |
| Hightstown..... | Conn. Amboy Sec. Trk..... | End of Block (West of K).... | 20 |
| Belvidere Delaware No. 1 and 2 Tracks..... | Fair..... | MG..... | 20 |
| Freehold..... | Conn. Amboy Sec. Trk..... | End of Block..... | 30 |
| Robbinsville..... | BO..... | End of Track..... | 20 |
| Bordentown..... | Fair..... | BO..... | 30 |

Philadelphia Division

| Track | Between | And | Miles per Hour |
|-----------------------------------|---------------------------------------|--|-------------------|
| Schuylkill..... | Man..... | End of track 2391 feet west of Mile Post 95..... | 30 |
| No. 5..... | Caln..... | Thorn..... | 15 |
| Pomeroy..... | Pomeroy..... | End of track..... | 15 |
| Chester Creek..... | Lamokin..... | Wawa..... | 15 |
| Octoraro..... | Wawa..... | Ox..... | 30 |
| Octoraro..... | Ox..... | Colora..... | 15 |
| Bordentown..... | Minson..... | BO..... | 40 |
| No. 1 Running.... | 816 feet east of Cooper..... | Hatch..... | 15 |
| Kinkora Running | Lewis..... | 2000 feet south Columbus..... | 15 |
| Medford..... | Mt. Holly..... | Medford..... | 15 |
| Dix Running..... | Pemberton..... | Camp..... | 15 |
| ALL Sidings in New Jersey..... | | | 5 |
| All Other Sidings | | | 15 |
| No. 14 Running.. | Overbrook..... | 44th Street O.H. Bridge No. 3.23.. | 15 |
| No. 15 Running.. | 42nd Street O.H. Bridge No. 3.03.. | Overbrook..... | 15 |

Chesapeake Division

| Track | Between | And | Miles per Hour |
|---------------------|-------------------|-------------------|-------------------|
| B..... | Landlith..... | Bell..... | 30 |
| No. 0..... | Landlith..... | Edge Moor..... | 15 |
| No. 1 and No. 2.. | Bell..... | Bridge..... | 15 |
| New Castle..... | Bridge..... | Tasker..... | 15 |
| Meat House..... | Wilmington..... | West Yard..... | 15 |
| Edgewood Siding | Edgewood..... | Magnolia..... | 30 |
| Magnolia Siding.. | Magnolia..... | Edgewood..... | 30 |
| No. 1..... | Bay..... | River..... | 15 |
| No. 1..... | Hillen Jct..... | Madison St..... | 15 |
| Mt. Vernon..... | B & P Jct..... | Mt. Vernon..... | 15 |
| Pope's Creek..... | Bowie..... | LaPlata..... | 30 |
| Pope's Creek..... | LaPlata..... | Lothair..... | 15 |
| No. 4..... | Deanwood..... | Anacostia..... | 15 |
| No. 1..... | Anacostia..... | Landover..... | 15 |
| No. 1..... | 14th Street..... | Virginia..... | 15 |
| No. 4..... | Virginia..... | 14th Street..... | 15 |
| Chestertown..... | Massey..... | Chestertown..... | 30 |
| Centreville..... | Townsend..... | Centreville..... | 30 |
| Oxford..... | Clayton..... | Cross..... | 30 |
| | Cross..... | Easton Jct..... | 20 |
| Denton..... | End of Track | | |
| | 1750 feet west of | | |
| | Queenstown..... | Denton..... | 30 |
| McDaniel..... | McDaniel..... | Easton Jct..... | 20 |
| D M & V..... | Harrington..... | Snow Hill..... | 30 |
| Rehoboth..... | Georgetown..... | Lewes..... | 20 |
| | Lewes..... | Rehoboth..... | 15 |
| Ocean City..... | Berlin..... | West Ocean City | 30 |
| Cambridge..... | Seaford..... | Coke..... | 15 |
| | Coke..... | Tank..... | 30 |
| Vienna..... | Hurlock..... | Vienna..... | 30 |
| Mardella..... | Salisbury..... | Hebron..... | 30 |
| Willard..... | Salisbury..... | End of track, | |
| | | Pittsville..... | 30 |
| Crisfield..... | Kings Creek..... | Field..... | 30 |
| Pocomoke..... | Cassatt..... | End of Block..... | 40 |
| Capes Track..... | End of Block..... | 2491 feet south | |
| | | of Mile Post 92.. | 15 |
| All other sidings.. | | | 15 |

Harrisburg Division

| Track | Between | And | Miles per Hour |
|--------------------------------|--|--|-------------------|
| "G" | Ramp opposite west bound Hump yard office..... | Connection with No. 4 Running track, East end Marysville..... | *20 |
| "A" | Banks..... | 111-B..... | 35 |
| "D" | West end Enola.. | Banks..... | 20 |
| No. 4..... | Rockville..... | Banks..... | *35 |
| Loucks..... | Loucks..... | East end of Loucks No. 1 Yard Track..... | 15 |
| York..... | End of track— 1300 feet south of Mile Post 1.. | York..... | 15 |
| Frederick..... | York..... | Frederick..... | 30 |
| New Holland..... | Honeybrook..... | Cork..... | 20 |
| Lebanon..... | Conewago..... | 9th St. Lebanon.. | 15 |
| Lemoynes..... | Lemo..... | Camp..... | 15 |
| Dillsburg..... | Dillsburg Jet..... | End of track..... | 20 |
| Northward siding Carlisle.. | ..... | ..... | 10 |
| Waynesboro..... | Wood..... | End of track..... | 20 |
| Waynesboro..... | Highw'y Crossing at Mont Alto... | ..... | 10 |
| Mercersburg..... | South Penn Jct... | End of track..... | 20 |
| Hagerstown..... | Town..... | Hager..... | 15 |
| Winchester..... | Town..... | Hager..... | 15 |
| Winchester..... | Hager..... | Winchester..... | 30 |
| Cumbo..... | Connection with Winchester Secondary track..... | Cumbo yard..... | 15 |
| All other sidings.. | ..... | ..... | 15 |

*Note—Trains and engines must not exceed a speed of 15 miles per hour in either direction over automatic hand-operated switch in No. 4 Running track at west end of Running track G and over automatic hand-operated switch in G track at west end of new ramp crossover between C and G tracks 890 feet west of Mile Post 89.

1157-J1. (New York and Chesapeake Divs.) In the application of Rule 113, movement on the following tracks must not exceed the speed indicated, prepared to stop short of other movements, obstruction, or switch not properly lined:

| Track | Between | And | Miles per Hour |
|--------------------|------------------|-------------------|-------------------|
| Buzzard Point..... | Jersey Yard..... | Buzzard Point.... | 6 |
| Enterprise Track.. | Coalport..... | End of Track..... | 5 |

1157-J2 (All Divisions) Where speed is restricted, the specified speed must be observed, while engine and any portion of train is within restricted limits, except where speed is restricted for the purpose of delivering United States mail, newspapers, or due to engine restrictions.

1157-J3 (Chesapeake Div.) Southward trains must not exceed a speed of 5 miles per hour passing Anacostia Block and Interlocking Station with entire train.

Catenary poles are marked with numbers beginning at 25 and ending at 125, based on 50 foot cars, indicating the car distance from Anacostia.

ENGINE AND SPECIAL LOAD RESTRICTIONS (All Divisions)

1160-A1a. (New York Div.). Engines and Special Loads are restricted at locations shown below:

NOTE—Letters and figures indicate.

X—Prohibited.

W—ERS-15, EP-20, EP-22, EFP-15, EF-15 restricted over interlocked crossovers on Jersey City Branch at Waldo.

Z—AF-15, AF-16, AS-10A, BF-16 restricted in Third Rail Territory. Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small letter in parentheses shown in location column indicates reference NOTE shown at end of table.

Class AF-30, EF-36 and GF-28A diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.

Engines of classes other than those listed shall not be run over any portion of the Division unless authorized by Superintendent.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

| | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | | |
|--|--|---|---|---|---|-----|---------------|---|---|---|-----|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | 12 | |
| LOCATION | AS-6, BS-6, BS-7, BS-7M, ES-6 AF-24, AF-24A, AS-10, AS-10A, ARS-10, ARS-10M, ARS-10S, ARS-10SX, ARS-18, BS-10, BS-10M, BRS-10SX, BS-12, BRS-12, BRS-12S, BRS-12SX, BS-12M, EF-25, ES-10, ES-12, ES-12M, FS-10 AF-25, ARS-16X, ARS-16, ARS-16S, ERS-15, ERS-15S, EF-17, ER-17, ERS-17, EF-15, EF-15A, EF-22, EFP-15, FS-12, FS-12M, FRS-16, FRS-20X, FRS-20, GF-25 ARS-18A, ARS-24, BRS-16, EP-20, EP-22 AF-27, AF-30, ARS-24S, BS-24M, EF-25, EF36, ERS-15-AX, ERS-17A, FRS-24, GF-25A, EF-30A, GF-28A, LS-25, LS-25M GG-1, E-44 | | | | | | | | | | | |
| MAIN LINE | | | | | | | | | | | | |
| ENTIRE DIVISION | | | | | | | | | | | | |
| N. Y. N. H. & H. R. R. electric engines may operate conforming to restrictions shown for GG1 engines. | | | | | | | | | | | | |
| SUNNYSIDE YARD: | | | | | | | | | | | | |
| East End No. 9 Track..... | | | X | X | X | X | X | X | X | X | ... | |
| Horn Track from No. 68 Lead to No. 105 Track..... | | | | | | X | X | X | X | X | 5 | |
| L-6 Engines 5939-5940 prohibited on Loop "A" Track. | | | | | | | | | | | X | |
| SUNNYSIDE TO WEST PORTAL, NORTH RIVER TUNNELS..... | X | X | X | X | X | ... | X | X | X | X | ... | |
| Movement of more than two of following types of engines: L6, GG1; or more than one of these types engines coupled, prohibited between West End Portal Mov- able Bridge and Sunnyside. | | | | | | | | | | | | |
| Pennsylvania Station, New York: Slipswitch west end No. 39 | | | | | | | | | | | | |
| Crossover at KN..... | X | X | X | X | X | X | X | X | X | X | X | |
| B1 type not restricted. | | | | | | | | | | | | |
| No. 59 switch to track 15 at JO..... | X | X | X | X | X | ... | X | X | X | X | ... | |
| WEST PORTAL, NORTH RIVER TUN- NELS TO HUDSON | | | X | X | X | ... | X | X | X | X | ... | |

L-6, L-6A, B-1

| LOCATION | CLASS OF ENGINES—SPECIAL LOADS | | | | | | | | | | | |
|--|--------------------------------|----|----|----|----|----|----|----|----|---|----|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | 12 | |
| HUDSON TO LANE (b)..... | | Z | | X | | | | | | X | | |
| Newark: | | | | | | | | | | | | |
| Post Office track..... | | | X | X | X | X | X | X | X | X | X | |
| Bridge 9.85, east end South St..... | | | 40 | 40 | 40 | 45 | 40 | 35 | 30 | X | 45 | |
| All industrial tracks between Hunter and Lane (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| LANE TO RAHWAY..... | | | | | | | | | | X | | |
| Lane: | | | | | | | | | | | | |
| Bridge 12.12, Waverly Jumpover No. 1 track..... | | | | | | | | 50 | 50 | X | | |
| Bridge 12.37, first bridge west of Lane. | | | | | | | | 55 | 40 | X | | |
| All industrial tracks between Lane and North Elisabeth (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Elisabeth: | | | | | | | | | | | | |
| Bridge 12.98, east end North Elisabeth Station..... | | | | | | | | 70 | 50 | X | | |
| Bridge 14.05, C. R. R. of N. J. Elisa- beth Station..... | | | | | | | | 50 | 50 | X | | |
| Bridge 14.59, 430 feet east of Elmora .. | | 55 | 55 | 55 | 55 | 55 | | 50 | 50 | X | 55 | |
| Bridge 14.71, east end South Elisabeth. | | | | | | | | 50 | 50 | X | | |
| Elisabeth Yard—No. 1 Team Track..... | | | | | | | | | | X | | |
| Elisabeth Yard—All other tracks..... | | | X | X | X | X | X | X | X | X | X | |
| Elmora—No. 0 Track..... | | | | | | | | | | | | |
| A. Gross Candle Co. (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Street & Smith.. (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| All other tracks..... | | | X | X | X | X | X | X | X | X | X | |
| Linden: | | | | | | | | | | | | |
| Distillers Co., Ltd. (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Woods Lead..... | | | | | | | | | | | | |
| Bridge 0.50..... | | | | | | | | | | X | | |
| Rahway: | | | | | | | | | | | | |
| McNeil Track..... | | | X | X | X | X | X | X | X | X | X | |
| RAHWAY TO LINCOLN..... | | | | | | | | | | X | | |
| All bridges, Rahway to 1300 feet west of Lincoln..... | | | | | | | | 55 | 40 | X | | |
| LINCOLN TO MONMOUTH JCT..... | | | | | | | | | | X | | |
| New Brunswick: | | | | | | | | | | | | |
| Janeway and Carpenter Tracks (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Johnson & Johnson (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Deans: | | | | | | | | | | | | |
| Industrial Track..... | | | | X | X | | X | X | X | X | | |
| MIDWAY TO FAIR..... | | | | | | | | | | X | | |
| Plainsboro: | | | | | | | | | | | | |
| No. 5 Track east of Walker Gorden switch..... | | | X | X | X | X | X | X | X | X | X | |
| Princeton Jct.:. | | | | | | | | | | | | |
| Connection No. 4 Track to Princeton Branch..... | | | X | X | X | | | | | X | | |
| Trenton: | | | | | | | | | | | | |
| Bridge 57.54, second bridge east of Delaware River..... | | | | | | | | 60 | 45 | X | | |
| FAIR TO MORRIS..... | | | | | | | | | | X | | |
| Morrisville: | | | | | | | | | | | | |
| Bridge 58.03, east of..... | | | | | | | | 50 | 45 | X | | |
| Bridge 58.16, west of..... | | | | | | | | 50 | 45 | X | | |
| MORRIS TO GRUNDY..... | | | | | | | | | | X | | |
| GRUNDY TO DIVISION POST (Phila. Division)..... | | | | | | | | | | X | | |
| Bristol: | | | | | | | | | | | | |
| All bridges between 2700 feet west of Bristol to Grundy..... | | | | | | | | 50 | 35 | X | | |
| Bristol Old Line: | | | | | | | | | | | | |
| Bridges 66.30 and 67.05..... | | | | X | X | X | 5 | X | X | X | X | |
| Eddington: | | | | | | | | | | | | |
| Penn-Salmon Feed Co. (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Cornwells Heights: | | | | | | | | | | | | |
| Badenhausen Track (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Shutte & Koerting Co. (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| F. A. Simmons, Nos. 1 and 2 (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Andalusia: | | | | | | | | | | | | |
| Brown Oils Co. (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Torresdale: | | | | | | | | | | | | |
| Bridge 74.10, east of Torresdale..... | | | | | | | | 55 | 40 | X | | |
| Team Track..... | | | X | X | X | | X | X | X | X | | |
| Trestle..... | | | X | X | X | X | X | X | X | X | X | |
| JERSEY CITY BRANCH..... | | Z | W | W | | | | | X | X | | |
| Waldo Ave. Yard: | | | | | | | | | | | | |
| Arrow Coal Co..... | X | X | X | X | X | X | X | X | X | X | X | |
| Hack Movable Bridge..... | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | X | X | 45 | |

| LOCATION | CLASS OF ENGINES—SPECIAL LOADS | | | | | | | | | | | |
|---|--------------------------------|----|----|---|---|----|---|----|----|---|----|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | 12 | |
| Bordentown: | | | | | | | | | | | | |
| Bridge 0.14 Park St..... | | | | | | | | | 30 | X | | |
| Bridge 0.49, Crosswick Creek..... | | | | | | 15 | | 15 | 15 | X | 15 | |
| East leg of WYE..... | | | | | | X | | | | X | | |
| BELVIDERE-DELAWARE SECONDARY TRACK—TRENTON TO MG..... | | | | | | X | | | | X | X | |
| Electric engines permitted to operate on electrified track. | | | | | | | | | | | | |
| Trenton: | | | | | | | | | | | | |
| Barracks Yard Wye: | | | | | | | | | | | | |
| South Plug Track..... | | | | | | X | | 5 | X | X | X | |
| Bel-Del. Connection..... | | | | | | X | | | | X | X | |
| Bank Track..... | | | | | | X | | | | X | X | |
| Coalport Yard: | | | | | | | | 5 | | | | |
| Industrial tracks leading to Trenton Potteries Company Muirhead Ave. plant (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Eastward Running Track | | | | | | | | | | | | |
| Hamilton Ave. Coalport..... | | | | | | X | | 5 | X | X | X | |
| BELVIDERE-DELAWARE BRANCH | | | | | | | | | | | | |
| MG TO BELVIDERE..... | | | | | | X | | | | X | X | |
| Bridge 2.40 over Canal Feeder..... | | | | | | | | 25 | 15 | X | X | |
| Bridge 3.06 over Park Tunnel..... | | | | | | | | 20 | X | | | |
| Lambertville: | | | | | | | | | | | | |
| Kingston Trap Reck Co. No. 3 (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Stockton: | | | | | | | | | | | | |
| J. W. Smith's Sons (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Milford: | | | | | | | | | | | | |
| Chemical Industrial Track (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Tirrall Bros. (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Phillipsburg: | | | | | | | | | | | | |
| Phillipsburg Grocery Co. Track (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| Baker Chemical Track (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| National Biscuit Co. Track (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| ENTERPRISE TRACK (a)..... | | X | X | X | X | X | | | | X | X | |
| Trenton-Lehigh Coal Co..... | X | X | X | X | X | X | X | X | X | X | X | |
| Stengel Pottery..... | X | X | X | X | X | X | X | X | X | X | X | |
| LAMBERTVILLE—FLEMINGTON (c)..... | | | X | X | X | X | X | X | X | X | X | |
| Connection with C. R. R. of N. J..... | 10 | 10 | 10 | X | X | X | X | X | X | X | X | |
| A. L. Lewis Track (a)..... | | X | X | X | X | X | X | X | X | X | X | |
| MARTINS CREEK SPUR..... | | | | | | X | | | | X | X | |
| AMBOY SECONDARY TRACK..... | | | | | | | | | | X | | |
| Brown: | | | | | | | | | | | | |
| Perth Amboy Water Works..... | | | X | X | X | X | X | X | X | X | X | |
| Old Bridge: | | | | | | | | | | | | |
| Anheuser-Busch Track..... | | | X | X | X | X | X | X | X | X | X | |
| Quigley Co. Track..... | | | | | | | | | | | | |
| Spotswood: | | | | | | | | | | | | |
| Freight House Track..... | | | X | X | X | X | X | X | X | X | X | |
| HIGHTSTOWN SECONDARY TRACK..... | | | | | | X | | | | X | | |
| Hightstown: | | | | | | | | | | | | |
| Coal Trestle..... | | | X | X | X | X | X | X | X | X | X | |
| ROBBINSVILLE SECONDARY TRACK..... | | | | | | X | | | | X | | |
| Bordentown: | | | | | | | | | | | | |
| Reeder's Coal Track..... | | | X | X | X | X | X | X | X | X | X | |
| Yardville: | | | | | | | | | | | | |
| Martin Brothers..... | | | X | X | X | X | X | X | X | X | X | |
| Smith Coal Co..... | | | X | X | X | X | X | X | X | X | X | |
| FREEHOLD SECONDARY TRACK..... | | | 20 | | | X | | | | X | X | |
| Bridge 6.45 ½ mile east of Jamesburg..... | | | | | | | | | 30 | X | | |

NOTE:

(a) Class AS-10, AS-10A, ARS-10, ARS-10SX, ARS-10S, AS-10M, BS-10, BS-10M, BRS-10SX, ES-10 and FS-10 engines permitted.

(b) Class EP-20 and EP-22 engines may be operated on Main Tracks.

(c) Engine 60 of B. R. & W. Corporation permitted.

1160-A1b. (Phila. Division). Engines and special loads are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

E—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engine specified may be operated.

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.

PRSL diesel engines Class BS15MS same restrictions as PRR Class ARS-10.

Class AF-30, EF-36 and GF-28A diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

| | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|---|--|----|------|----|----|----|---------------|----|----|---|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| LOCATION | AS6, BS6, BS7, BS7M, ES6 AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BS10, BS10M, BS10S, BRS12, BRS12S, BRS12SX, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10 AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, EFP15, ERS15, ERS15S, ERS17, FRS16, FRS20, FRS20X, FS12, FS12M, GF25 ARS18, ARS24, BRS16, EP20, EP22, L6 AF27, AF30, ARS16, ARS24S, EF25A, EF36, ERS15AX, ERS17A, FRS24, GF25A GG1, E44 | | | | | | | | | | |
| MAIN LINE: | | | | | | | | | | | |
| Between Division Post (New York Division) and Zoo (r)..... | | | | | | | | | X | X | |
| Industry Tracks Holmesburg..... | | | X | X | X | X | X | X | X | X | |
| Br. 77.68—Princeton St..... | | | | 70 | 70 | | 45 | 45 | 20 | X | |
| Br. 78.29—Magee St..... | | | | 60 | 60 | | 45 | 45 | 45 | X | |
| Br. 80.71—Tacony St..... | | | | | | | 45 | 45 | 40 | X | |
| Br. 81.53—Castor Ave..... | | | | | | | 45 | 45 | 35 | X | |
| Br. 83.93—Allegheny Ave..... | | | | | | | 45 | 45 | 25 | X | |
| Br. 84.16—Germantown Ave..... | | | | | | | 40 | 40 | 25 | X | |
| Br. 84.30—12th St..... | | | | | | | | | | | |
| North Phila. station platforms..... | | | | | | | | | | | |
| Stiftown track (dd) (ff) (gg)..... | | | | | | | | | | | |
| North Philadelphia | | | | | | | | | | | |
| All Industry Tracks..... | | | X | X | X | X | X | X | X | X | |
| Margie St. Yard Tracks 7 to 10, inc..... | | | | | | | | | | | |
| Este Yard Tracks 7 to 12, inc..... | | | | | | | | | | | |
| Diamond St. Yard No. 6 Track..... | | | | | | | | | | | |
| Br. 85.61—Dauphin St..... | | | | | | | 45 | 35 | 20 | X | |
| Br. 85.76—25th Street..... | | | | | | | | | | | |
| BUSTLETON TRACK..... | | | X | X | X | X | X | X | X | X | |
| 0.81 trestle..... | | 10 | 10 | 10 | X | X | X | X | X | X | |
| FORD TO KENSINGTON: | | | | | | | | | | | |
| All bridges and viaducts (q)..... | | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | X | |
| K. & T. TRACK..... | | | | X | X | X | X | X | X | X | |
| FRANKFORD STREET TRACK..... | | | (gg) | X | X | X | | | | X | |
| TIOGA STREET TRACK..... | | | (gg) | | | | | | | | |
| WESTMORELAND STREET TRACK .. | | | (gg) | | | | | | | | |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|---|------------------|----|------|---|---|---|---------------|----|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| C. STREET YARD: | | | | | | | | | | | |
| Tracks 7 to 12, inc..... | | | X | X | X | X | X | X | X | X | ... |
| FAIRHILL YARD LEADS: | | | | | | | | | | | |
| Fairhill District Industry tracks..... | | | (gg) | X | X | X | X | X | X | X | ... |
| OXFORD ROAD TRACK: | | | | | | | | | | | |
| Br. 1.53 (Taony Creek) (k)..... | | 15 | X | X | X | X | X | X | X | X | ... |
| ENGLESDALE: | | | | | | | | | | | |
| Yard except No. 1 Track and 1 Spur..... | | X | X | X | X | X | X | X | X | X | ... |
| No. 1 Track and No. 1 Spur..... | | | | | | X | X | X | X | X | ... |
| ZOO-OVERBROOK: | | | | | | | | | | | |
| Curves at west end of Tracks 3 to 12. | | | | | | | | | | | |
| Mantua Yard..... | | | | | | X | X | X | X | X | ... |
| Tracks 13 to 19 inc. Mantua Yard (j)..... | | | | | | | X | X | X | X | ... |
| Curves at west end of Track 20. | | | | | | | | | | | |
| Mantua Yard (j)..... | | | | | X | X | X | X | X | X | ... |
| No. 3 West Phila. Elevated at Junction | | | | | | | | | | | |
| with N. Y. & P. Sub.—Zoo..... | | | | | | | X | | X | | ... |
| No. 1 Main track under 42nd Street | | | | | | | | | | | |
| Bridge..... | | | | | | | | | | | |
| Hall and Smedley Track (38th St.)..... | | | | | X | X | X | X | X | X | ... |
| South Side Yard, Tracks 1, 2 and 3..... | | | | | | X | X | X | X | X | ... |
| Industrial Tracks..... | | | | X | X | X | X | X | X | X | ... |
| Oil House Lead Track..... | | | | | | | X | X | X | X | ... |
| Coal Track, Park Power Plant..... | | | | | X | X | X | X | X | X | ... |
| Crossover and Curves to Parkside Ave. | | | | | | | | | | | |
| Public Delivery Tracks..... | | | | X | X | X | X | X | X | X | ... |
| 092 Ladder East of 52nd St..... | | | | X | X | X | X | X | X | X | ... |
| Bridge 4.17 (Jumpover)..... | | | | | | | | | 25 | X | ... |
| Industrial Tracks 59th Street to | | | | | | | | | | | |
| Overbrook..... | | | | | X | X | X | X | X | X | ... |
| OVERBROOK—PAOLI: | | | | | | | | | | | |
| Wynnewood: Br. 7.52..... | | | | | | | 45 | 40 | 25 | X | ... |
| Bryn Mawr: | | | | | | | | | | | |
| All Yard Tracks except No. 1..... | | | | | X | X | X | X | X | X | ... |
| Rosemont: Team Track..... | | | | | | | X | X | X | X | ... |
| Mehl & Latta Track..... | | | | | X | X | X | X | X | X | ... |
| Radnor: Br. 13.06..... | | | | | | | 40 | 35 | 20 | X | ... |
| St. Davids: Industrial Tracks..... | | | | | X | X | X | X | X | X | ... |
| Wayne: Burkets Coal Track..... | | | | | X | X | X | X | X | X | ... |
| Br. 14.54..... | | | | | | | | | 55 | 35 | X |
| Strafford: Industrial Tracks..... | | | | | X | X | X | X | X | X | ... |
| Berwyn: Industrial and Shifting Tracks..... | | | | | X | X | X | X | X | X | ... |
| Paoli: | | | | | | | | | | | |
| Yard Tracks 4 to 8 inclusive..... | | | | | | X | X | X | X | X | ... |
| Industrial and Team Tracks..... | | | | | | X | X | X | X | X | ... |
| East end of Car Shop Tracks..... | | | | | | X | X | X | X | X | ... |
| West end of Car Shop Tracks and | | | | | | | | | | | |
| west end of No. 4 Spur Track..... | | | | X | X | X | X | X | X | X | ... |
| Duck Under Track (p)..... | | | | | | 5 | X | X | X | X | ... |
| MALVERN: | | | | | | | | | | | |
| Atlantic Refining Co. track..... | | | | X | X | X | X | X | X | X | ... |
| J. V. Nolan track (a)..... | | | | | | | | | | | |
| DOWNINGTOWN: | | | | | | | | | | | |
| Beloit Eastern (a)..... | | | | X | X | X | X | X | X | X | ... |
| Eastward over West leg of "Y"..... | | | | | | X | | | | X | ... |
| Public delivery trestle..... | X | X | X | X | X | X | X | X | X | X | ... |
| Bridge 34.38..... | | | | | | | | | 40 | X | ... |
| THORNDALE: | | | | | | | | | | | |
| Public delivery track..... | | | | X | X | X | X | X | X | X | ... |
| Bridge 35.27; No. 6 Track..... | | | | | | | 20 | 10 | X | | ... |
| Bridge 36.63; West of Caln..... | | | | | | | | 35 | X | | ... |
| COATESVILLE: | | | | | | | | | | | |
| Richard Scully track (a)..... | | | | | | | | | | | |
| Yard tracks 4, 5, 6, 7, and Strade Ave..... | | | | X | X | X | X | X | X | X | ... |
| Sensenigs track..... | | | | | | | | | | | |
| W. & N. Junction (e)..... | | | | | X | X | X | X | X | X | ... |
| PARKESBURG: | | | | | | | | | | | |
| Coal track off electric light track..... | | | | | X | X | X | X | X | X | ... |
| Bridge 44.15..... | | | | | | | | 40 | X | | ... |
| Bridge 44.70, West of Parkesburg..... | | | | | | | 40 | 30 | X | | ... |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|---|------------------|------|-----|---|-----|---|---------------|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| BETWEEN ARSENAL AND CHESA- PEAKE DIVISION POST: | | | | | | | | | | |
| All main tracks (r)..... | | | | | | | 40 | 30 | 20 | X |
| Br. 8.19—Darby..... | | | | | | | | | | |
| General Electric Co. tracks (portion of) Purex Corp..... | | | | X | X | X | X | X | X | X |
| (Wreck derricks must not use trestle.) | | | | | | | | | | |
| Other Industry tracks..... | | | X | X | X | X | X | X | X | X |
| CURTIS PARK: | | | | | | | | | | |
| Curtis Publishing Co..... | | | | | | X | | | | |
| BRIDGE 8.32: | | | | | | | | | | |
| North End Glenolden Station Platform..... | | | | | | | 35 | 25 | 15 | 10 |
| GLENOLDEN: | | | | | | | | | | |
| Mitchell Lumber Co..... | | | | X | | X | X | X | X | X |
| BRIDGE 8.04: | | | | | | | | | | |
| South of Glenolden: | | | | | | | | | | |
| No. 2 & No. 3 tracks..... | | | | | | | 40 | 30 | 20 | |
| No. 1 & No. 4 tracks..... | x | (aa) | (g) | | (g) | | 40 | 30 | 20 | |
| MOORE: | | | | | | | | | | |
| Major Lumber Co..... | | | X | X | X | X | X | X | X | X |
| Alloy Metal Wire Co..... | | | | | | X | X | X | X | X |
| Deeger-Starkey, Inc..... | | | | X | X | X | X | X | X | X |
| BRIDGE 9.56: | | | | | | | | | | |
| South of Moore..... | | | | | | | 40 | 25 | 15 | 10 |
| RIDLEY PARK: | | | | | | | | | | |
| Van Alen Coal Co..... | | | | X | X | X | X | X | X | X |
| CRUM LYNNE: | | | | | | | | | | |
| Polymer Dispersion Inc..... | | | X | X | X | X | X | X | X | X |
| BRIDGE 12.28: | | | | | | | | | | |
| North of Eddystone All tracks..... | | | | | | | 40 | 25 | 15 | |
| All bridges between Bridge 12.28, North of Eddystone to Bridge 14.02, Lamokin St., inc..... | | | | | | | 40 | 25 | 15 | |
| EDDYSTONE: | | | | | | | | | | |
| Belmont Iron Works..... | | | X | X | X | X | X | X | X | X |
| CHESTER: | | | | | | | | | | |
| Morton Ave. Yd. and Frt. Sta..... | | | X | X | X | X | X | X | X | X |
| Sixth & Welsh St. trks..... | | | X | X | X | X | X | X | X | X |
| Parker St. tracks..... | | | X | X | X | X | X | X | X | X |
| Lamokin St.— | | | | | | | | | | |
| Rees & Maloy Coal Co..... | | | X | X | X | X | X | X | X | X |
| Ulrich St. track..... | | | X | X | X | X | X | X | X | X |
| Baldt Anchor & Chain Corp..... | | | X | X | X | X | X | X | X | X |
| MU Yd. No. 2 & 3 trks..... | | | | | | | | | X | X |
| Lamokin St.— | | | | | | | | | | |
| Atlantic Steel Casting Co..... | | | X | X | X | X | X | X | X | X |
| Valley track..... | | | | | | X | X | X | X | X |
| All industries connected to Valley track..... | | | X | X | X | X | X | X | X | X |
| Highland Ave.— | | | | | | | | | | |
| Reading Interchange..... | | | X | X | X | X | | | | |
| All bridges between 14.02, Lamokin St. and Bridge 21.98, north of Bell..... | | | | | | | 40 | 25 | 15 | |
| THURLOW: | | | | | | | | | | |
| Continental Oil Co..... | | | X | X | X | X | X | X | X | X |
| MARCUS HOOK: | | | | | | | | | | |
| New Process track (Viscose Co.)..... | | | | | | X | X | X | X | X |
| Shipping Track (Viscose Co.)..... | X | X | X | X | X | X | X | X | X | X |
| Congoleum-Nalrn Co..... | | | X | X | X | X | X | X | X | X |
| Houdry Co..... | | | X | X | X | X | X | X | X | X |
| Sun Oil Co., No. 10 Plant..... | | | X | X | X | X | X | X | X | X |
| NAAMAN: | | | | | | | | | | |
| Naaman Yard..... | | | | | | X | X | X | X | X |
| Phoenix Steel Co..... | | | | | | X | X | X | X | X |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|---|------------------|----|--------|--------|--------|--------|---------------|--------|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| HOLLY OAK: Paschall Coal Co.— South track..... North track..... | | | X X | X X | X X | X X | X X | X X | X X | X X |
| SUBURBAN LINE: ZOO—BROAD—ARSENAL: East End No. 3 Track Powelton Ave. Yard..... East of Schuylkill River bridge (p)..... Diesel engines must not enter subway east of 20th St. unless instructed by Supt. | | | | | | X | X | X | X | X |
| PASSENGER REPAIR YARD, Phila.: Scrap dock Track..... Curve at west end No. 1 and 2 Shops Oil House Track..... Leads to Steam Heat Plant and Storehouse..... | | | | X | X | X | X | X | X | X |
| RIVER LINE (p)..... | | | | | | | | | | |
| D. R. R. R. & B. Co. BRANCH: Between Shore and westward end via- duct..... Between westward end viaduct and Jersey Int. Sta..... Engines coupled restricted to speed indicated..... See Special Instruction 1160-A4. | | | | | | | 25 | 15 | X | X |
| CHESTNUT HILL BRANCH: North Philadelphia Interlocking (cc)..... Between— Main { North Phila. and Track { Allen Lane (l)..... Allen Lane and Chestnut Hill (n)..... Electric Storage Battery Co. (Straight Track only)..... (Curves)..... Zingers, American Ice, Pioneer Paper, Chevrolet Co..... Budd's at Hunting Park..... Midvale Yard—Industrial Tracks (gg).. Lead to Chelten Ave. Yard..... Br. 3.47—Pamona St..... Br. 5.44—Cresheim Valley (h)..... Keystone Coal Co. (d)..... Peter Lumber Co..... | | | | | | X | | | X | X |
| FORT WASHINGTON RUNNING TRACK (dd) (ff)..... St. Martins Coal Co..... R. C. White, Globe Hoist Co., Metlab Co., National Crucible Co., Public Delivery and Century Vault Co..... All Other Tracks..... | | | (gg) | | | | X | X | X | X |
| WEST PHILA. ELEVATED BRANCH | | | | | | | | 20 | 20 | X |
| BELMONT TRACK..... | | | | | | | | X | X | X |
| GRAYS FERRY YARD..... | | | (gg) | | | | | | | |
| GRAYS FERRY MOVABLE BRIDGE | | 15 | 15 | 15 | 15 | X | X | X | X | X |
| 60th STREET, CHESTER and PHILADELPHIA, track (dd) (ff)..... Haenn Lumber Co..... | | | | X | X | X | X | X | X | X |
| GRAYS FERRY BRANCH..... | | | | | | | | X | X | X |
| DELAWARE EXTENSION: Arsenal Movable Bridge..... Industrial Leads—Arsenal to Penrose.... Lead to Phila. Electric Co..... | | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | X |
| GIRARD POINT: Mud Yard—Storage Yard..... New Yard—Old Yard..... | | | | | | X | | X | X | X |
| SWANSON STREET..... | | | | X | X | X | X | X | X | X |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|--|------------------|----|----|----|------|----|---------------|----|----|---|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| GREENWICH: | | | | | | | | | | | |
| East End Tidewater Yard..... | | | | X | X | X | X | X | X | X | |
| West End Tidewater Yard..... | | | | | | | | | | | |
| Produce Terminal Leads..... | | | | | | | | | | | |
| Long Curve Running Track to Pay Yard..... | | | | | X | X | X | X | X | X | |
| Short Curve Running Track to Pay Yard..... | | | | | | | | | | | |
| Lead to Swanson St. Track at Pay Yard | | | | X | X | X | X | X | X | X | |
| Under Ore Loading Hoppers on loop tracks..... | X | X | X | X | X | X | X | X | X | X | |
| DELAWARE AVENUE: | | | | | | | | | | | |
| Between Greenwich and Junction with Port Richmond Running Trk.(s) | | | | | X | X | X | X | X | X | |
| Buildings of Twin Packing Co. plant, Vandalia and Oregon Aves..... | X | X | X | X | X | X | | | | | |
| WASHINGTON AVE. (dd) (ff) | | | | | | | | | | | |
| CANAL STREET: | | | | | | | | | | | |
| Commerce St. | | | | | | | | | | | |
| Washington Ave. to South St..... | | X | X | X | X | X | X | X | X | X | |
| WEST CHESTER BRANCH: (g) (dd) (ee) | | | | | | | | | | | |
| GG1 engine single unit only may be operated between Arsenal and West Chester. | | | | | | | | | | | |
| Two Col. 5 engines must not be operated beyond Angora unless spaced by two cars. | | | | | | | | | | | |
| Br. 4.79—Angora..... | 35 | 35 | 25 | 25 | 25 | 25 | X | X | X | X | |
| Br. 7.11—Gladstone..... | 35 | 35 | 15 | 15 | 15 | 15 | X | X | X | X | |
| Br. 11.87—N. of Wallingford..... | | 30 | 30 | 30 | 30 | 25 | X | X | X | X | |
| Br. 14.41—Media..... | | 30 | 30 | 30 | 30 | 25 | X | X | X | X | |
| Br. 20.31—N. of Glen Mills..... | | 20 | 20 | 20 | 20 | 20 | X | X | X | X | |
| Br. 25.75—First Undergrade Bridge North of M. P. 26..... | | 25 | 25 | 25 | 25 | 25 | X | X | X | X | |
| All industrial tracks..... | | | X | X | X | X | X | X | X | X | |
| NEWTOWN SQUARE TRACK | | | | | | X | X | X | X | X | |
| Wm. Roberts Coal Co..... | X | X | X | X | X | X | X | X | X | X | |
| Washington Lumber Co..... | | | | | | | | | | | |
| Br. 11.22—S. of Llanerch..... | | 15 | 15 | 15 | 15 | X | X | X | X | X | |
| CARDINGTON TRACK | | | X | X | X | X | X | X | X | X | |
| Phila. & Western Ry. Co..... | X | X | X | X | X | X | X | X | X | X | |
| Millbourne Mills | | | | | | | | | | | |
| J. E. Kunkel Coal and Fuel Co..... | X | X | X | X | X | X | X | X | X | X | |
| NAUGHT TRACK WAWA | | | | | | X | X | X | X | X | |
| WEST CHESTER: | | | | | | | | | | | |
| Trestle—C. C. Hipple No. 1..... | | | | | | | | | | | |
| Trestle—C. C. Hipple No. 2..... | X | X | X | X | X | X | X | X | X | X | |
| Trestle—J. L. Haggerty..... | | | | | | | | | | | |
| SCHUYLKILL BRANCH: | | | | | | | | | | | |
| Between 52nd St. and Jeff No. 2 Main Track..... | | | | | | X | | | | X | |
| Between 52nd St. and Jeff No. 1 Yard Track..... | | | | | | 5 | | | | X | |
| Industrial Tracks, Wynnefield Ave. to Manayunk Station..... | | | | | X | X | X | X | X | X | |
| Br. 5.29—Woodbine Ave..... | | | | | | | | 25 | 10 | X | |
| Pencoyd Track..... | | | | X | X | X | X | X | X | X | |
| Pencoyd Industrial—over Bridge No. 2—over Schuylkill River..... | | | | | (ff) | | | | | | |
| SCHUYLKILL SECONDARY TRACK: | | | | | | | | | | | |
| MANAYUNK: | | | | | | | | | | | |
| Hendren Coal Track..... | | | | X | X | X | X | X | X | X | |
| Robinson Steel Co. Track..... | | | | | | | | | | | |
| MIQUON: | | | | | | | | | | | |
| Industrial Track..... | | | | X | X | X | X | X | X | X | |
| SPRING MILL: | | | | | | | | | | | |
| Lee Tire and Rubber Co..... | | | | X | X | X | X | X | X | X | |
| Quaker Oil Products Co..... | | | | | | | | | | | |
| CONSHOHOCKEN: | | | | | | | | | | | |
| Back Track at Freight Station..... | | | | X | X | X | X | X | X | X | |
| F. & J. H. Davis, Geo. J. McFadden Tracks..... | | X | X | X | X | X | X | X | X | X | |
| Leroy & Williams Track..... | | | | | X | X | X | X | X | X | |
| IVY ROCK: | | | | | | | | | | | |
| Industrial Tracks..... | | | | | X | X | X | X | X | X | |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|---|------------------|---|------|---|---|---|---------------|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| EARNEST: | | | | | | | | | | |
| Capital Furniture Co..... | X | X | X | X | X | X | X | X | X | X |
| W. A. Case & Son Mfg. Co..... | | | | | | | | | | |
| Atlantic Refinery, American Equipment Co. and Cochran Corp. to end of trestle only..... | | | | X | X | X | X | X | X | X |
| Lukens & Yerkes..... | | | | X | X | X | X | X | X | X |
| NORRIS: | | | | | | | | | | |
| Classification Tracks, East End Extension Track..... | | | | | | | X | X | X | X |
| Mann Co. Track to Scale only..... | | | | | X | X | X | X | X | X |
| Kneass Lumber Co..... | | | | | X | X | X | X | X | X |
| V. Arena & Sons..... | | | | X | X | X | X | X | X | X |
| Rambo & Regar, Reading Screw and W. F. Doran..... | X | X | X | X | X | X | X | X | X | X |
| HAWS AVENUE: | | | | | | | | | | |
| Dill Co. Track..... | | | X | X | X | X | X | X | X | X |
| Other Industrial and Yard Tracks..... | | | | | X | X | X | X | X | X |
| Br. 18.10—Haws Ave..... | | | | | | | 40 | 40 | 40 | 40 |
| BETZWOOD: | | | | | | | | | | |
| Taylor Track..... | | | | | | X | X | X | X | X |
| Team Track..... | | | | | | | | | | |
| CREEK: | | | | | | | | | | |
| B. F. Goodrich Co..... | 5 | 5 | 5 | 5 | 5 | X | X | X | X | X |
| BETWEEN OAKS AND PHOENIXVILLE: | | | | | | | | | | |
| Container Corp. Co. Track 1600 feet west Mile Post 26..... | | | | | | X | X | X | X | X |
| PHOENIXVILLE: | | | | | | | | | | |
| Devault Running Track..... | | | | X | X | X | X | X | X | X |
| New Mill coal trestle, Phoenix..... | | | | | | | | | | |
| Iron Co., Industrial Tracks..... | | | | | | | | | | |
| SPRING CITY: | | | | | | | | | | |
| Canal Track..... | | | | | | | | | | |
| Dust Mill..... | | | | X | X | X | X | X | X | X |
| Tracks south of Freight Station..... | | | | | | | | | | |
| Royersford Track..... | | | | | | | | | | |
| Royersford Spring Bed..... | | | | | | | | | | |
| Buckwalter No. 1..... | X | X | X | X | X | X | X | X | X | X |
| Royersford Fdry. & Mach. Co..... | | | | | | | | | | |
| Diamond Glass Co., No. 2..... | | | | X | X | X | X | X | X | X |
| State School, West Spring City..... | | | | | | | | | | |
| PARKERFORD: | | | | | | | | | | |
| Track between station track and H. W. Johnson coal trestle..... | | | | | | X | X | X | X | X |
| Wm. E. Wells except trestle..... | X | X | X | X | X | X | X | X | X | X |
| Wm. E. Wells trestle..... | | | | | | | | | | |
| Kinsey Distillery Corporation beyond a point 280 feet east of bridge over Schuylkill River..... | | | (gg) | X | X | X | X | X | X | X |
| POTTSTOWN: | | | | | | | | | | |
| Firestone Tire & Rubber Co..... | | | | | | X | X | X | X | X |
| Yard Tracks 3, 4, 5, 6, 7, 8, 9, 13 and 14 (gg)..... | | | | | | | | | | |
| Bethlehem Steel Co..... | | | | | | | | | | |
| Mayer-Pollock Co..... | | | | X | X | X | X | X | X | X |
| Stowe-Extension..... | | | | | | | | | | |
| Track off Public Delivery to Sunshine Stores, Inc..... | | | | | | | | | | |
| MONOCACY: | | | | | | | | | | |
| Reading Casting Co..... | | | | | X | X | X | X | X | X |
| Samuel Hoppel..... | | | | | | | | | | |
| BIRDSBORO: | | | | | | | | | | |
| Track west of Brooke Block Station leading to Reading Company..... | | | | | X | X | X | X | X | X |
| Focht & Lacey Company..... | | | | | | | | | | |
| West End, Brooke track..... | | | | | | | | | | |
| Freight House Track..... | | | | X | X | X | X | X | X | X |
| Birdsboro Steel Foundry & Machine Co..... | | | | | X | X | X | X | X | X |

| LOCATION | CLASS OF ENGINES | | | | | SPECIAL LOADS | | | | |
|--|------------------|---|-----|------|---|---------------|---|----|---|--|
| | 1 | 3 | 4 | 5 | 6 | L | M | I | J | |
| READING: | | | | | | | | | | |
| East Reading Yard..... | | | | | X | X | X | X | X | |
| Water St. Track..... | | | | X | X | X | X | X | X | |
| Court Street Track..... | | | | | | | | | | |
| North Reading Track..... | | | | | | | | | | |
| Carpenter Steel Co..... | | | | | | | | | | |
| Track to Wm. Fryermuth..... | | | X | X | X | X | X | X | X | |
| Berks Art Metal Service..... | | | | | | | | | | |
| Switch must be lined for No. 2 or No. 3 Fr. Sta..... | | | | | | | | | | |
| MUHLENBERG: | | | | | | | | | | |
| Fair Ground Track..... | | | | | X | X | X | X | X | |
| TEMPLE: | | | | | | | | | | |
| Beryllium Co..... | | | | X | X | X | X | X | X | |
| Trestle Station Track..... | X | X | X | X | X | X | X | X | X | |
| LEESPORT: | | | | | | | | | | |
| All Industrial Tracks..... | | | | | X | X | X | X | X | |
| HAMBURG: | | | | | | | | | | |
| Spiedel Elevator Corp..... | | | | X | X | X | X | X | X | |
| Hahn Motor Truck Co..... | | | X | X | X | X | X | X | X | |
| Penn Electric Steel Casting Company..... | | | X | X | X | X | X | X | X | |
| Boiler Works..... | | | | | X | X | X | X | X | |
| Allen Sherman Hoff Co..... | | | | | X | X | X | X | X | |
| Coal Trestle..... | | | | | X | X | X | X | X | |
| Other Industrial Tracks..... | | | | | X | X | X | X | X | |
| SCHUYLKILL HAVEN: | | | | | | | | | | |
| Team Track..... | | | | X | X | X | X | X | X | |
| Trestle at Freight Station..... | X | X | X | X | X | X | X | X | X | |
| CARBON YARD: | | | | | | | | | | |
| South Side, Spur Track..... | | | | | X | X | X | X | X | |
| POTTSVILLE: | | | | | | | | | | |
| South side No. 5 Track..... | | | | | | | | | | |
| National Biscuit Co..... | | | | X | X | X | X | X | X | |
| TRENTON BRANCH: | | | | | | | | | | |
| Street Road: | | | | | | | | | | |
| Wheeling Corrugating Co., track (i)..... | | X | X | X | X | X | X | X | X | |
| JDM track..... | | | | | X | X | X | X | X | |
| Dresher, Public Delivery track (Allied)..... | | | | | X | X | X | X | X | |
| Fort Hill, East leg of Wye..... | | | | | X | X | X | X | X | |
| Plymouth Meeting: | | | | | | | | | | |
| Lavino tracks..... | | | X | X | X | X | X | X | X | |
| Philip Carey track..... | | | | | X | X | X | X | X | |
| Phila. Electric track..... | | | | | X | X | X | X | X | |
| Swedeland track..... | | | | | X | X | X | X | X | |
| Interchange tracks..... | | | | | X | X | X | X | X | |
| Henderson track (i)..... | | X | X | X | X | X | X | X | X | |
| Thrift way track..... | | | | | X | X | X | X | X | |
| Thompson-Weiman track..... | | E | E | E | E | X | X | X | X | |
| Earnest: | | | | | | | | | | |
| Scale track..... | | | | | X | X | X | X | X | |
| Engine track..... | | | | | X | X | X | X | X | |
| Eastbound yard (west end all tracks)..... | | | | | X | X | X | X | X | |
| Rambo, North side..... | | | X | X | X | X | X | X | X | |
| King: | | | | | | | | | | |
| Public Delivery track..... | | | | | X | X | X | X | X | |
| Phila. Gear track (i)..... | | X | X | X | X | X | X | X | X | |
| Dale, Phoenixville track..... | | | | | X | X | X | X | X | |
| PHILA. and THORNDAL BRANCH: | | | | | | | | | | |
| Bridge 24.74 west of Dale..... | | | | | | | | 30 | X | |
| Bridge 31.31..... | | | | | | | | 35 | X | |
| FRAZER TRACK (c)..... | | | | | X | X | X | X | X | |
| CORNOG TRACK..... | | | | | X | X | X | X | X | |
| O. A. Smith Co. track..... | X | X | X | X | X | X | X | X | X | |
| POMEROY SECONDARY (ee)..... | | | | X | X | X | X | X | X | |
| Buck Run: General Paper Co. track (a)..... | | | X | X | X | X | X | X | X | |
| CHESTER AND PHILA. TRACK..... | | X | X | X | X | X | X | X | X | |
| All tracks to industries on this track..... | | X | X | X | X | X | X | X | X | |
| Essington to Eddystone (Loop Track)..... | | | (w) | (w) | X | | | | | |
| SO. CHESTER TRACK..... | | | | (dd) | | | | | | |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|--|------------------|---|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| LAMOKIN RUN YARD TRACK..... All tracks to Industries..... | | | X X | X X | X X | X X | X | X | X | X |
| LINWOOD YARD TRACK..... North leg of Wye..... All tracks to Industries..... | | | X X X | X X X | X X X | X X X | X | X | X | X |
| CLAYMONT YARD TRACK (dd)..... All tracks to Industries..... | | | X X | X X | X | X | X | X | X | X |
| CHESTER CREEK SECONDARY TRACK (dd) (ee)..... Runaround track along leg of Wye..... Independent Coal Co..... Tomlinson Co..... | | | | | | X X X X | | | | X X X X |
| OCTORARO SECONDARY TRACK (u) (dd) (ee): Between: Wawa and Rising Sun..... Between: Rising Sun and Colors..... | | | | | | | | | | |
| CHESTER HEIGHTS: Richardson & Schrader..... | | | X | X | X | X | X | X | X | X |
| CONCORDVILLE: Richardson & Schrader..... | | | X | X | X | X | X | X | X | X |
| BRANDYWINE SUMMIT: Clemens track..... | | | X | X | X | X | X | X | X | X |
| KENNETT SQUARE: Phillips Lumber & Coal Co..... Gawthrop track..... Pennock track..... Lock Joint Pipe Co..... American Viscose..... Fibre Speciality Co..... | X | X | X X X X X X | X X X X X X | X X X X X X | X X X X X X | X X X X X X | X X X X X X | X X X X X X | X X X X X X |
| TOUGHKENAMON: Penna.-Dela. Supply Co..... | | | X | X | X | X | X | X | X | X |
| AVONDALE: Passmore Supply Co. (Trestle track)..... W. W. Walp..... Pennock track..... | | | X X X | X X X | X X X | X X X | X X X | X X X | X X X | X X X |
| KELTON: Penna.-Del. Supply Co..... | | | X | X | X | X | X | X | X | X |
| OXFORD: Abbotts Dairy..... | | | X | X | X | X | X | X | X | X |
| NOTTINGHAM: Coal Trestle track..... | | | X | X | X | X | X | X | X | X |
| BETWEEN JERSEY AND DIVISION POST (P.R.S.L.)..... North leg Wye track:—Jersey, units heavier than those shown in Column 5 prohibited except Class Electric GG1 may be operated in detour | | | | | | | | X | X | X |
| BRIDGE 2.74: South of Jersey..... | | | | | | | 25 | X | X | X |
| BRIDGE 4.34: North of Jordan..... | | | | | | | 25 | X | X | X |
| WEYERHAEUSER CO. No. 2 BLDG. | X | X | X | X | X | X | X | | | |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|---|------------------|----|------|----|----|------|---------------|----|----|---|------|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| BORDENTOWN BRANCH: | | | (b) | | | | | | | | |
| BRIDGE 1.50: West of Cooper..... | 20 | 20 | 20 | 20 | 20 | 15 | 15 | 15 | 10 | X | .... |
| COOPER, East of: Elmer Stevens..... | | | | | | X |  |  |  |  | .... |
| JERSEY, West of: Weyerhaeuser Contalner Co. First switch west of Jersey; beyond a point 1000 feet from switch..... | | | | X | X | X |  |  |  |  | .... |
| Second switch west of Jersey..... | | | | X | X | X |  |  |  |  | .... |
| Rundle Mfg. Co..... | | | | X | X | X |  |  |  |  | .... |
| Precision Drawn Steel..... | | | | X | X | X |  |  |  |  | .... |
| JERSEY, East of: Lead to Ford Co..... | | | | | | X |  |  |  |  | .... |
| BORDENTOWN SEC. TRACK: | | | (b) | | | | | | | | |
| PALMYRA: Trap Rock, Inc..... | | | | | | X |  |  |  |  | .... |
| H. L. Williams Co.—(Beyond Sign)..... | X | X | X | X | X | X |  |  |  |  | .... |
| RIVERTON: Whitesell Inc..... | | | | | | X |  |  |  |  | .... |
| RIVERSIDE: Florence Thread Co..... | | | X | X | X | X | X | X | X | X | .... |
| Riverside Metal Co..... | | | | | | X |  |  |  |  | .... |
| BEVERLY: Wall Rope Works..... | | | | | | X |  |  |  |  | .... |
| Wall Paper Co. (Beyond Sign)..... | | | X | X | X | X |  |  |  |  | .... |
| EDGEWATER PARK: Bridge 15.52, Warren Street..... | | | | | | 35 | 35 | 30 | 25 | X | .... |
| BURLINGTON YARD TRACKS..... | | | (gg) |  |  |  |  |  |  |  | .... |
| FLORENCE: Nat'l. Gypsum Co..... | | | | | | X |  |  |  |  | .... |
| PEMBERTON BRANCH: Between Cooper and Birmingham..... | | | (b) | | | (bb) | X | X | X |  | .... |
| COOPER, South of: Standard Oil Co..... | | | X | X | X | X |  |  |  |  | .... |
| Warren Webster Co..... | | | X | X | X | X |  |  |  |  | .... |
| Du Bell Lumber Co..... | | | X | X | X | X |  |  |  |  | .... |
| DI Medio Lime Co..... | | | X | X | X | X |  |  |  |  | .... |
| Concrete Steel Co..... | | | X | X | X | X |  |  |  |  | .... |
| R. M. Hollingshead Co..... | | | X | X | X | X |  |  |  |  | .... |
| Iowa Soap Co..... | | | X | X | X | X |  |  |  |  | .... |
| Keystone Coal Co..... | | | | | | X |  |  |  |  | .... |
| Pavonia Ice & Coal..... | | | X | X | X | X |  |  |  |  | .... |
| Pavonia Station Pub. Del..... | | | | | | X |  |  |  |  | .... |
| MERCHANTVILLE, South of: McAllister Coal Co..... | | | | | | X |  |  |  |  | .... |
| Freight house track..... | | | | | | X |  |  |  |  | .... |
| Delivery track..... | | | | | | X |  |  |  |  | .... |
| BRIDGE 5.28: South of Merchantville..... | | | 20 | 20 | 20 | X | 20 | X | X | X | .... |
| MAPLE SHADE, North of: J. S. Collins & Sons..... | | | | | | X |  |  |  |  | .... |
| MAPLE SHADE, South of: Graham Brick Co..... | | | | | | X |  |  |  |  | .... |
| MOORESTOWN: Hollingshead Co..... | | | | | | X | X | X | X | X | .... |
| Moorestown Supply..... | | | | | | X | X | X | X | X | .... |
| Collins Bros..... | | | | | X | X | X | X | X | X | .... |
| BRIDGE 12.38: South of Stanwick Ave..... | | | | | | X | X | X | X | X | .... |
| MASONVILLE, South of: Whitehead Bros..... | | | | | | X | X | X | X | X | .... |
| MOUNT HOLLY, South of: G. F. Pettinos, Inc..... | | | | | | X | X | X | X | X | .... |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|---|------------------|---|------|---|---|---|---------------|---|---|---|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| BIRMINGHAM: | | | | | | | | | | | |
| Permutt..... | | | | | | X | X | X | X | X | |
| Between Birmingham and Camp..... | | | | | | | 20 | X | X | X | |
| MEDFORD RUNNING TRACK: | | | | | | | | | | | |
| Mount Holly to Medford..... | | | | | | X | | X | X | X | |
| PAVONIA YARD: | | | | | | | | | | | |
| River Road Public Delivery..... | | | | | | X | | | | | |
| Texaco Oil Co..... | | | | | | X | | | | | |
| Magnetic Metal Co..... | | | X | X | X | X | | | | | |
| Wyatt Co..... | | | X | X | X | X | | | | | |
| Beldeman Co..... | | | | | | X | | | | | |
| Cities Service Co. track No. 1..... | | | X | X | X | X | | | | | |
| Canuso Co..... | | | | | | X | | | | | |
| Campbell Soup Co..... | | | | | | | | | | | |
| Laundry repair tracks except No. 2 and No. 3..... | | | | | | X | | | | | |
| Laundry repair tracks No. 2 and No. 3..... | | | X | X | X | X | | | | | |
| New Jersey Water Co..... | | | X | X | X | X | X | X | X | X | |
| Eastern Tire Co..... | | | X | X | X | X | | | | | |
| Clorox Co..... | | | X | X | X | X | | | | | |
| PINE ST. TRACK..... | | | (gg) | | | | | | | | |

NOTES:

- (a) Engines must not use track beyond point designated.
- (b) Class GF-25 Diesel units, 20 miles per hour.
- (c) Road Diesel engines may use this track between Fraser and Morstein.
- (d) Engine must not be used on bridge or trestle.
- (e) Engines must not go beyond P.R.R. portion of this track.
- (g) EF-25 restricted to 30 M.P.H.
- (h) Two engines, except MU engines, must not be coupled together crossing the bridge over Creshelm Valley; at least one empty car must be placed between any two engines operating over the bridge.
- (i) Operation of engines coupled prohibited.
- (j) GG-1 engines are prohibited on No. 19 and No. 20 tracks.
- (k) Double heading of engines of any class prohibited. All engines must be separated and moved singly unless they are separated by at least 3 cars with gross weight not exceeding 169,000 lbs. each. Reading Co. 2400 HP diesel engines class RS-4 and RS-4B prohibited.
- (l) ABF-18, FS-10, FS-12, FS-12m, FS-16m restricted on Undergrade Bridge 4.22, Chestnut Hill Branch.
- (n) FS-12, FS-12m, FS-16m restricted by Station platform, Chestnut Hill.
- (p) AS-18m-8617-8635, AS-24m-8611-8616. Restricted on Duck-under tunnel 20.40, Paoli, Pa. (Used only for move out of Paoli Coach yard and car shop), Station tracks 7, 8, 9 and 10, 30th Street Station and east of Schuylkill River on Suburban Line.
- (q) ES-6, ES-10, ES-12, ES-12m, ES-15m, ES-15ms, EFS-17m, EF-22 restricted on Undergrade Bridge 81.90 P&T RR over Reading Company to Port Richmond.
- (r) ES-12 restricted on Main Line between Baltimore-Philadelphia and New York.
- (s) Reading Company Class DF-1, DF-2, DF-3, DF-4, DP-1, RS-3, RS-4 diesel engines or units and T-1 steam engines are prohibited on Delaware Avenue track.
- (u) AF-24a, restricted to 15 MPH.
- (v) Bridges 26.92, 34.34, 37.73, 39.19—10 MPH.
- (w) EP-20 and EP-22 prohibited.
- (x) ES-6, ES-10, ES-12, ES-12m, ES-15m, ES-15ms, EFS-17m and ES-15a prohibited.
- (aa) ES-15m ES-15ms, EFS-17m and ES-15a prohibited.
- (bb) Between 27th Street, Pavonia and Pennsauken engines heavier than BP-20 prohibited.
- (cc) Class GG-1 engines may operate not exceeding 5 MPH.
- (dd) GF-28A prohibited.
- (ee) AF-30 and EF-36 restricted to 15 MPH.
- (ff) AF-30 and EF 36 prohibited.
- (gg) ERS-17 prohibited.

1160-A1c. (Chesapeake Division). Engines and special loads are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.

Class AF-30, EF-36 and GF-28A diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|---|--------------------------|---|--|---------------------------------|--|----------|---------------|----|----|----|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| | AS6, BS6, BS7, BS7M, ES6 | AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BRS12, BRS12S, BRS12SX, BS10, BS10M, BS10S, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10 | AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, EFP15, ERS15, ERS15S, ERS17, FRS16, FRS20, FRS20X, FS12, FS12M, GF25 | ARS24, ARS18, BRS16, EP20, EP22 | AF27, ARS16A, ARS21S, EF25A, EF30A, ERS15AX, ERS17A, FRS24, GF25A, GF28A, AF30, EF36 | GG1, E44 | | | | | |
| MAIN LINE | | | | | | | | | | | |
| All bridges between 24.69, south of Edgemoor Station and Bridge 27.85, West Yard, incl..... | | | | | | | | 30 | 30 | 20 | |
| WILMINGTON SHOPS: | | | | | | | | | | | |
| Passenger Car Shops..... | | | | | | X | X | X | X | X | |
| Locomotive Shop; Storehouse Back track; "O" track, Oil House Spur; Store House Spur; No. 6; No. 6 Spur; No. 7; No. 8; No. 8 Spur; No. 9; No. 9 Spur; No. 10; No. 11; Lumber Yard; Sand Blast; No. 26..... | | | X | X | X | X | X | X | X | X | |
| Pullman Co. tracks..... | | | X | X | X | X | X | X | X | X | |

| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
|---------------------------------|----|----|----|----|----|----|---|----|----|----|
| WILMINGTON DISTRICT: | | | | | | | | | | |
| South leg Landlth Wye..... | | | | | | | | | | |
| Third St. Yard— | | | | | | | | | | |
| Nos. 1, 2, 3, 4 & 5 tracks..... | | | | | | X | | X | X | X |
| Nos. 6, 7, 8, 9 and Benj. | | | | | | | | | | |
| Shaw Co. track..... | | | X | X | X | X | X | X | X | X |
| Hajoca, Church St. and Al- | | | | | | | | | | |
| lied Kid tracks..... | | | X | X | X | X | X | X | X | X |
| Fifth St. Yard— | | | | | | | | | | |
| Auto Unloading tracks | | | | | | | | | | |
| and Delaware Coal Co. | | | | | | | | | | |
| track..... | | | X | X | X | X | X | X | X | X |
| Fourth St. Yard— | | | | | | | | | | |
| Nos. 1 and 2 Yard tracks | | | | | | | | | | |
| and Lead track to Sev- | | | | | | | | | | |
| enth St..... | | | X | X | X | X | X | X | X | X |
| Fourth St. Yard— | | | | | | | | | | |
| American Car & Foun- | | | | | | | | | | |
| dry; Phillips Thompson | | | | | | | | | | |
| Coal Co.; and Pusey & | | | | | | | | | | |
| Jones tracks..... | | | X | X | X | X | X | X | X | X |
| Justison St. Yard— | | | | | | | | | | |
| Nos. 1, 2, 3 & 4 & 5 trks..... | | | X | X | X | X | X | X | X | X |
| West Yard— | | | | | | | | | | |
| Nos. 2, 3, 4 & 5 trks..... | | | | | | X | | X | X | X |
| Nos. 6, 7, 8, 13 & 16 trks..... | | | | | | X | | X | X | X |
| Nos. 9 and 11 tracks..... | | | | | | X | X | X | X | X |
| WY-B.&O. Interchange..... | | | | | | X | | X | X | X |
| Surface tracks— | | | | | | | | | | |
| WY to Wilmington Sta..... | | | X | X | X | X | X | X | X | X |
| Wilmington Provision Co. | | | | | | | | | | |
| (Read. Co. track)..... | | | X | X | X | X | X | X | X | X |
| No. 13 track to Dravo Corp..... | | | X | X | X | X | X | X | X | X |
| Sub-Station track..... | | | | | | X | | X | X | X |
| RAGAN: | | | | | | | | | | |
| No. 1 Industrial track Ra- | | | | | | | | | | |
| gan to Koppers Wood | | | | | | | | | | |
| Preserving Plant Lincoln | | | | | | | | | | |
| Fibre Co.; Hollingsworth; | | | | | | | | | | |
| DuPont Co. and Koppers | | | | | | | | | | |
| Wood Preserving Co. | | | | | | | | | | |
| tracks..... | | | | X | X | X | X | X | X | X |
| BRIDGE 33:00: | | | | | | | | | | |
| Stanton..... | | | | | | | | | 30 | 30 |
| STANTON: | | | | | | | | | | |
| Stanton tracks..... | | | | | | X | X | X | X | X |
| Delaware Park track and | | | | | | | | | | |
| all sidings therefrom..... | | | | | | | | X | X | X |
| NEWARK: | | | | | | | | | | |
| Track from Davis Y to | | | | | | | | | | |
| Newark Centre Wilson | | | | | | | | | | |
| track Pomeroy Br. (k) (m) | | | | | | X | | X | X | X |
| Continental Fibre Co.; | | | | | | | | | | |
| North End Frt. House | | | | | | | | | | |
| track; Curtis Paper Co. | | | | | | X | X | X | X | X |
| and National Fibre Co..... | | | | | | | | | | |
| Chrysler Corporation In- | | | | | | X | | X | X | X |
| dus. track..... | | | | | | | | | | |
| BRIDGE 40.12: | | | | | | | | | | |
| South of Newark..... | | | | | | | | 45 | 30 | 20 |
| IRON HILL: | | | | | | | | | | |
| Public Delivery track..... | | | X | X | X | X | X | X | X | X |
| ELKTON: | | | | | | | | | | |
| Triumph Explosives, Inc..... | | | | | | X | X | X | X | X |
| Old Line—All tracks off | | | | | | | | | | |
| lead track..... | | | | | | X | X | X | X | X |
| NORTHEAST: | | | | | | | | | | |
| Arundel track..... | | | X | X | X | X | X | X | X | X |
| Fire Brick track..... | | | X | X | X | X | X | X | X | X |
| BRIDGE 60.07: | | | | | | | | | | |
| Perryville-Havre-de-Grace: | | | | | | | | | | |
| Three or more electric en- | | | | | | | | | | |
| gines coupled..... | | | | | | 30 | | | 25 | 15 |
| Light Engines..... | 35 | 35 | 35 | 35 | 35 | 35 | | | 25 | 15 |

| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
|---|-----|---|---|---|---|---|----|----|----|----|
| BRIDGE 72.14: Bush River..... | | | | | | | | | 35 | 30 |
| BRIDGE 78.86: Gunpow..... | | | | | | | | | 35 | 30 |
| BENGIES: G. S. A. track..... | | | X | X | X | X | X | X | X | X |
| BRIDGE 3.22: Philadelphia Road, fourth bridge North of Canton Jct..... | | | | | | | 35 | 25 | 10 | 10 |
| BRIDGE 3.14: Kresson St., third bridge North of Canton Jct..... | | | | | | | 35 | 25 | 10 | 10 |
| BRIDGE 3.04: Monument Street, second bridge North of Canton Jct..... | | | | | | | 35 | 25 | 10 | 10 |
| BRIDGE 2.97: North Haven St., first bridge north of Canton Jct..... | | | | | | | 35 | 25 | 10 | 10 |
| BRIDGE 2.19: North Linwood Ave., first bridge South of Canton Jct..... | | | | | | | 35 | 25 | 10 | 10 |
| BRIDGE 1.89: Milton Ave., fifth U. G. bridge South of Canton Jct..... | | | | | | | 35 | 25 | 10 | 10 |
| BALTIMORE DISTRICT: | | | | | | | | | | |
| Asylum track..... | | | X | X | X | X | X | X | X | X |
| Bay View to Water Plug, southbound yard..... | | | | | | X | | X | X | X |
| Orangeville— | | | | | | | | | | |
| All tracks except Nos. 1, 2 & 3 running trks..... | | | | | | X | | X | X | X |
| Continental Can Co., Plant No. 1..... | | | X | X | X | X | X | X | X | X |
| Food Fair Stores track No. 1..... | (b) | | X | X | X | X | X | X | X | X |
| Lang's Pickle track..... | | | X | X | X | X | X | X | X | X |
| Weiskittel track, Philadel- phia Rd..... | | | X | X | X | X | X | X | X | X |
| Loney's Lane Yd..... | | | | | | X | | X | X | X |
| Rustless Iron Co. track from West track; Loney's Lane Yard..... | | | X | X | X | X | X | X | X | X |
| Continental Can Co., plant No. 2..... | | | X | X | X | X | X | X | X | X |
| Rustless Iron Co. | | | | | | X | X | X | X | X |
| Canton No. 1 Yard— | | | | | | | | | | |
| Rukert Term. Corp. trk.... | | | X | X | X | X | X | X | X | X |
| Canton Yard— | | | | | | | | | | |
| Barge track..... | | | X | X | X | X | X | X | X | X |
| N. C. track..... | | | X | X | X | X | X | X | X | X |
| Lead to 5th Ave. back of Y.M. Office..... | | | X | X | X | X | | X | X | X |
| 9th St. track..... | | | X | X | X | X | X | X | X | X |
| Grain Yard and Piers 5 and 7..... | | | X | X | X | X | X | X | X | X |
| Pier 6..... | | | X | X | X | X | X | X | X | X |
| South Wye..... | | | X | X | X | X | X | X | X | X |
| North Wye..... | | | X | X | X | X | X | X | X | X |
| Fifth Ave. Yard..... | | | X | X | X | X | | X | X | X |
| North & South Ladder tracks. No. 3 Yard..... | | | X | X | X | X | X | X | X | X |
| Ore Pier..... | | | X | X | X | X | X | X | X | X |
| New Coal Yard and East and West Bakers..... | | | X | X | X | X | X | X | X | X |
| Old Coal Yard..... | | | X | X | X | X | X | X | X | X |
| A.A. Chemical track..... | | | X | X | X | X | X | X | X | X |
| Baugh Chemical..... | | | X | X | X | X | X | X | X | X |
| Canton Yard— | | | | | | | | | | |
| Canton Shop Yard..... | | | X | X | X | X | X | X | X | X |
| Block Route— | | | | | | | | | | |
| Aliceanna St. and City Block Yard..... | | | X | X | X | X | X | X | X | X |

| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
|----------------------------------|----|----|----|----|----|----|----|----|----|----|
| BALTIMORE DISTRICT: | | | | | | | | | | |
| Calvert Station— | | | | | | | | | | |
| Tracks 1, 2 and 3..... | | | X | X | X | X | X | X | X | X |
| Jail Yard..... | | | X | X | X | X | X | X | X | X |
| Madison Yard..... | | | | | | X | X | X | X | X |
| Eager St. Yard..... | | | X | X | X | X | X | X | X | X |
| Baltimore Station— | | | | | | | | | | |
| Tracks No. 1, No. 2, No. | | | | | | | | X | | |
| 5 and No. 6..... | | | | | | | | | | |
| A track, High Line to | | | | | | X | X | X | X | X |
| Calvert..... | | | | | | | | | | |
| B track, High Line to | | | | | | | | X | X | X |
| Northbound freight..... | | | | | | | | X | X | X |
| Post Office..... | | | X | X | X | X | X | X | X | X |
| Morgan Millwork Conn.— | | | | | | X | X | X | X | X |
| B. & P. Jct..... | | | | | | | | | | |
| B. & P. Jct.—Fulton: | | | | | | | | | | |
| Light Engines..... | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| Mt. Vernon Yard..... | | | X | X | X | | | X | X | X |
| Bolton Yard..... | | | X | X | X | X | X | X | X | X |
| Mt. Vernon Auto Delivery..... | | | X | X | X | X | X | X | X | X |
| Gwynns Run— | | | | | | | | | | |
| Bowen Co. (Fulton)..... | | | X | X | X | X | X | X | X | X |
| B. Green Co. track (Ful- | | | | | | X | | X | X | X |
| ton)..... | | | | | | | | | | |
| Gwynns Run— | | | | | | | | | | |
| American Brake Shoe..... | | | | | | X | X | X | X | X |
| W.M. Ry Connection..... | | | | | | X | | X | X | X |
| American Stores track..... | | | | | | X | X | X | X | X |
| Ward Baking Co..... | | | | | | X | X | X | X | X |
| A. & P. Co..... | | | | | | X | X | X | X | X |
| National Biscuit Co..... | | | | | | X | X | X | X | X |
| Barrett Tarvia & Abat- | | | | | | | | | | |
| toir track..... | | | | | | X | X | X | X | X |
| Frederick Road— | | | | | | | | | | |
| Freight Station..... | | | | | | X | X | X | X | X |
| Frederick Road Yard..... | | | X | X | X | X | X | X | X | X |
| Industrial track..... | | | | | | X | | X | X | X |
| Samuel Pistoria Co..... | | | | | | X | X | X | X | X |
| Westinghouse Electric | | | | | | | | | | |
| Co..... | | | | | | | | | | X |
| General Electric Co..... | | | | | | | | | | X |
| Jewel Tea Co. | | | | | | | | | | X |
| BRIDGE 103.52: | | | | | | | | | | |
| South of Halethorpe Nos. 2 | | | | | | | 40 | 30 | 20 | 10 |
| and 3 tracks..... | | | | | | | | | | |
| ODENTON: | | | | | | | | | | |
| National Plastics..... | | | | | | X | X | X | X | X |
| BRIDGE 118.09: | | | | | | | | | | |
| North of Arundel, all tracks. | | | | | | | 40 | 30 | 20 | 10 |
| WASHINGTON DISTRICT: | | | | | | | | | | |
| Queens Chapel Yard— | | | | | | | | | | |
| All side tracks..... | | | X | X | X | X | X | X | X | X |
| Bladensburg Road—All | | | | | | | | | | |
| side tracks..... | | | X | X | X | X | | X | X | X |
| Hudson Brick Co. track..... | | | X | X | X | X | X | X | X | X |
| Ceco Steel Co..... | | | | | | X | X | X | X | X |
| Washington Gas Light Co. | | | | | | | | | | |
| track..... | | | X | X | X | X | X | X | X | X |
| Nos. 2 and 3 Loop tracks, | | | | | | | | | | |
| Jersey Yard..... | | | | | | X | X | X | X | X |
| Nos. 1 and 2 tracks; "Over | | | | | | | | | | |
| the Hill," Jersey Yard..... | | | | | | X | X | X | X | X |
| Nos. 1 and 2 High Line | | | | | | | | | | |
| tracks; Jersey Yard..... | | | | | | X | X | X | X | X |
| Capital Power Plant track..... | | | X | X | X | X | X | X | X | X |
| Navy Yard Extension..... | | | X | X | X | X | X | X | X | X |
| D. C. Refuse Disposal track..... | | | X | X | X | X | X | X | X | X |
| R. P. Andrews track..... | | | X | X | X | X | X | X | X | X |
| Standard Oil Co. track..... | | | X | X | X | X | X | X | X | X |
| Peebles Chemical Co.—All | | | | | | | | | | |
| tracks..... | | | | | | X | X | X | X | X |
| Government Fuel Yard | | | | | | | | | | |
| tracks; Jersey Yard..... | | | X | X | X | X | X | X | X | X |
| Inbound and Outbound | | | | | | | | | | |
| Subway Tracks; Jersey | | | | | | | | | | |
| Yard..... | | | X | X | X | X | X | X | X | X |
| Nos. 6, 7, 8, 9, 11, 12, 13 | | | | | | | | | | |
| and 14 tracks; Jersey | | | | | | | | | | |
| Yard..... | | | X | X | X | X | X | X | X | X |
| Terminal Storage Ware- | | | | | | | | | | |
| house track..... | | | X | X | X | X | X | X | X | X |
| All tracks; 6th St. Yard..... | | | X | X | X | X | X | X | X | X |
| Government Fuel tracks..... | | | | | | X | X | X | X | X |

| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
|---|----|----|-----|----|----|----|----|----|----|----|
| BRIDGE 130.67: No 1 track..... | | | | | | | | | 30 | 20 |
| BRIDGE 132.11..... | | | | | | | | | 35 | 35 |
| BRIDGE 132.19: No. 1 track..... | | | | | | | 40 | 30 | 15 | 10 |
| BRIDGE 134.35: Anacostia: With current of traffic No. 3 track..... | 25 | 25 | 25f | 25 | 25 | 25 | 25 | 25 | 25 | 20 |
| With current of traffic No. 2 track..... | 25 | 25 | 25f | 25 | 25 | 25 | 25 | 25 | 25 | 20 |
| Against current of traffic over Movable Bridge..... | 20 | 20 | 20f | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Bridges Nos. 136.55 to 137.14 Incl..... | | | | | | | | | 30 | 20 |
| BRIDGE 138.45: Potomac River: Against current of traffic over Movable Bridge..... | 20 | 20 | 20f | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| With current of traffic over Movable Bridge..... | | | | | | | | | | 20 |
| NORTHERN CENTRAL BR. Between B & P. Jct. and Div. Post (Hbg. Div.) Bridge No. 1.39 west of B&P Jct..... | | | | | | X | | | | X |
| Woodberry— Delivery track..... | | | | | | | 20 | | 10 | 10 |
| Sears..... | | | X | X | X | X | X | X | X | X |
| Balmar track..... | | | X | X | X | X | X | X | X | X |
| Mt. Washington— Station track..... | | | | | | X | X | X | X | X |
| Bridges No. 9.73 and 10.08 East of Luther- ville..... | | | | | | | | 30 | 15 | X |
| Texas Quarry track..... | | | | | X | X | X | X | X | X |
| Monkton Station trk..... | | | | | | X | X | X | X | X |
| Blue Mt. Baker's track. (O.K. for all engines to First Curve beyond passing siding)..... | | | | | | X | X | X | X | X |
| BRIDGE 25.38: East of White Hall..... | | | | | | X | | | 30 | X |
| White Hall— White Hall Feed Co..... | | | X | X | X | X | X | X | X | X |
| SHELLPOT BRANCH Eastern Malleable Iron Co..... | | | X | X | X | X | X | X | X | X |
| Morheat Coal and Fuel Co..... | | | X | X | X | X | X | X | X | X |
| Artillery Fuse track..... | | | X | X | X | X | X | X | X | X |
| Bridge No. 3..... | 10 | 10 | 10f | 10 | 10 | 10 | 10 | 10 | X | X |
| Bridge No. 4..... | 10 | 10 | 10f | 10 | 10 | 10 | 10 | 10 | X | X |
| Loop track at "Bank"..... | | | | | | | | X | X | X |
| C.& P.D. Branch Perryville to Cres..... | | | | | | | | | | |
| PORT DEPOSIT: Wiley Equipment Co..... | | | X | X | X | X | X | X | X | X |
| Stone Quarry track..... | | | X | X | X | X | X | X | X | X |
| SHELLPOT SECONDARY TRACK E. I. DuPont-Nemours Co..... | | | | | X | X | | X | X | X |
| Artic Roofing..... | | | X | X | X | X | X | X | X | X |
| Elec. Hose & Rubber Co..... | | | X | X | X | X | X | X | X | X |
| Freight Car Repair Yards— All tracks..... | | | | | | X | X | X | X | X |
| BRANDYWINE INDUS- TRIAL TRACK (k) (m) | | | X | X | X | X | | X | X | X |
| All other tracks..... | | | X | X | X | X | | X | X | X |
| DELMARVA BRANCH: Davis to Porter..... | | | | | | X | | | | |
| NEWARK: Newark Concrete Products Co. track..... | | | | | | X | | X | X | X |
| COOCH: Dayetts Industrial track..... | | | | | | X | X | X | X | X |
| GLASGOW: Storage tracks..... | | | | | | X | | X | X | X |

| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
|---|----|----|-----|----|-----|---|----|---|---|----|
| NEWARK AND DELAWARE CITY TRACK: | | | | | | | | | | |
| Porter to Delaware City..... | | | | | | X | | | | |
| NEW CASTLE SECONDARY TRACK: | | | | | | X | | | | |
| Pyrites, Lobdell & Wilmington Marine Term. tracks..... | | | X | X | X | X | X | X | X | X |
| Atlas Powder Co..... | | | X | X | X | X | X | X | X | X |
| Water Plug track..... | | | | | | X | X | X | X | X |
| Tidewater Chemical Co..... | | | | | | X | X | X | X | X |
| Wilmington Fibre Co. and American Manganese Co. tracks..... | | | X | X | X | X | X | X | X | X |
| HAVRE DE GRACE YARD | | | | | | | | | | |
| TRACK (k) (m)..... | | | | | | X | | X | X | X |
| J. M. Huber Co..... | | | | | | X | | X | X | X |
| J. M. Huber Co. (New)..... | | | X | X | X | X | | X | X | X |
| Gallagher Coal Co..... | | | X | X | X | X | | X | X | X |
| PRESIDENT ST. YARD TRACK | | | | | | | | | | |
| Crossover southbound trk. to Trappe Rd. trk..... | | | | | | X | | | | |
| Weiskittel track..... | | | X | X | X | X | X | X | X | X |
| Highland Yard..... | | | | | | X | X | X | X | X |
| PRESIDENT ST. TRACK: | | | | | | | | | | |
| Bayview to President Station (k) (m)..... | | | X | X | X | X | | | | |
| President St. Yard..... | | | X | X | X | X | X | X | X | X |
| BEAR CREEK TRACK: | | | | | | | | | | |
| Bridge 3.17: | | | | | | | | | | |
| Phila. Pike..... | | | | | (h) | | | | | |
| Canton Jct. to Sollers..... | | | | | | X | | | | |
| The Pompeian..... | | | X | X | X | X | X | X | X | X |
| Highlandtown Yard..... | | | X | X | X | X | X | X | X | X |
| Eskay..... | | | X | X | X | X | X | X | X | X |
| Bridge 6.12: | | | | | | | | | | |
| Colgate Creek..... | | | | | 10 | X | | | | 15 |
| Federal Yeast..... | | | X | X | X | X | X | X | X | X |
| Reid Avery..... | | | | | | X | X | X | X | X |
| Intercoastal Paint Co..... | | | X | X | X | X | X | X | X | X |
| Dundalk Central Fdry..... | | | X | X | X | X | X | X | X | X |
| Gen. Gas & Elec. Co..... | | | X | X | X | X | X | X | X | X |
| CLAREMONT TRACK: (k) (m) | | | | | | | | | | |
| Bridge 0.60: | | | | | | | | | | |
| Wilkena Avenue..... | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |
| North leg of Wye..... | | | X | X | X | X | X | X | X | X |
| South leg of Wye..... | | | X | X | X | X | X | X | X | X |
| Bloedes tracks, 1 and 2..... | | | X | X | X | X | X | X | X | X |
| CATONSVILLE TRACK | | | X | X | X | X | | | | |
| FT. MEADE TRACK: | | | | | | X | | | | |
| U. S. Govt. track leading from Kelly's track..... | | | | | | X | X | X | X | X |
| Signal School and Church tracks..... | | | | | | X | X | X | X | X |
| BOWIE RACE TRACK | | | | | | X | X | X | X | X |
| POPE'S CREEK SECONDARY TRACK (k) (m) (o) | | | | | | X | | X | X | X |
| BOWIE: | | | | | | | | | | |
| Wye track..... | | | | | | X | | X | X | X |
| ROSSLYN TRACK | | | X | X | X | X | | | | |
| Pentagon Power Plant track..... | | | X | X | X | X | X | X | X | X |
| PORTER BRANCH (n) | | | | | | | | | | |
| Bank to Porter..... | | | | | | | | X | X | X |
| Christina Movable Bridge 2.27..... | 10 | 10 | 10f | 10 | 10 | X | 10 | X | X | X |
| DELMARVA BRANCH (n) | | | | | | | | | | |
| Between: | | | | | | | | | | |
| Porter and Cassatt..... | | | | | | | | X | X | X |
| FARNHURST: | | | | | | | | | | |
| No. 1; No. 3 and No. 3 trks..... | | | | | | X | | X | X | X |
| State Hospital track..... | | | | | | X | X | X | X | X |
| Airport track..... | | | | | | X | X | X | X | X |

| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
|---|---|---|-----|----|-----|---|-----|----|---|---|
| NEW CASTLE: | | | | | | | | | | |
| Deemer Steel Casting Co..... | | | | | X | X | X | X | X | X |
| Freight House track; Battery track; including Team track; Eliason's tracks and Deakyns track.. | | | | | | X | X | X | X | X |
| South of Delaware Rayon track..... | | | | | | X | X | X | X | X |
| Bellanca Aircraft Corp..... | | | | | | X | X | X | X | X |
| STATE ROAD: | | | | | | | | | | |
| Station track..... | | | | | | X | | X | X | X |
| BEAR: | | | | | | | | | | |
| Station track..... | | | | | | X | | X | X | X |
| KIRKWOOD: | | | | | | | | | | |
| Station track..... | | | | | | X | | X | X | X |
| CANAL MOVABLE BRIDGE | | | | | | | | | | |
| 18:05..... | | | 45f | 45 | 45 | X | 45 | 20 | X | X |
| MT. PLEASANT: | | | | | | | | | | |
| All tracks..... | | | | | | X | | X | X | X |
| MIDDLETOWN: | | | | | | | | | | |
| Short and Walls track..... | | | X | X | X | X | X | X | X | X |
| CLAYTON: | | | | | | | | | | |
| Smyrna track (k) (m)..... | | | | | | X | X | X | X | X |
| DOVER: | | | | | | | | | | |
| Coal trestles..... | X | X | X | X | X | X | X | X | X | X |
| Coty, Inc. track..... | | | 5 | 5 | 5 | X | X | X | X | X |
| Frear's track..... | | | 5 | 5 | 5 | X | X | X | X | X |
| Suburban Gas Co..... | | | 5 | 5 | 5 | X | X | X | X | X |
| Romeo's track..... | | | 5 | 5 | 5 | X | X | X | X | X |
| Coal pocket, Lewes track..... | X | X | X | X | X | X | X | X | X | X |
| Diamond Cold Storage..... | | | | | | X | | X | X | X |
| HARRINGTON: | | | | | | | | | | |
| Harrington Lumber Co..... | | | | | X | X | X | X | X | X |
| SEAFORD: | | | | | | | | | | |
| Atlantic Refining Co..... | | | 5 | 5 | 5 | X | X | X | X | X |
| North & south connection to Shell track..... | | | | | | X | X | X | X | X |
| South connection to River track..... | | | | | | X | X | X | X | X |
| North end of Charcoal trk..... | | | | | | X | X | X | X | X |
| SALISBURY: | | | | | | | | | | |
| Miller's track..... | | | | | | X | X | X | X | X |
| Standard Oil Co..... | | | | | | X | X | X | X | X |
| Grier's track..... | | | X | X | X | X | X | X | X | X |
| Precision Development Co..... | | | | | | X | X | X | X | X |
| POCOMOKE: | | | | | | | | | | |
| Exchange track No. 1..... | | | | | X | X | X | X | X | X |
| Exchange track No. 2..... | | | | | (a) | X | (a) | X | X | X |
| Exchange track No. 3..... | | | | | | X | (a) | X | X | X |
| Exchange track No. 4..... | | | | | | X | | X | X | X |
| Dennis track..... | | | | | | X | | X | X | X |
| Storehouse track..... | | | | | | X | | X | X | X |
| Birdseye Snider track..... | | | | | | X | | X | X | X |
| POCOMOKE SECONDARY TRACK: | | | | | | | | | | |
| Between Cassatt and End of Block..... | | | | | | | | X | X | X |
| EXMORE: | | | | | | | | | | |
| Chandler's track..... | | | | | | X | X | X | X | X |
| MACHIPONGO: | | | | | | | | | | |
| Station track No. 3..... | | | | | | X | | X | X | X |
| CAPIES TRACK: | | | | | | | | | | |
| Between End of Block and 2491 feet south of Mile Post 92..... | | | | | | | | X | X | X |
| CAPE CHARLES: | | | | | | | | | | |
| Reliable Coal Trestle..... | X | X | X | X | X | X | X | X | X | X |
| CENTREVILLE SEC- ONDARY TRACK (k) (m)..... | | | | | | X | | X | X | X |
| CHESTERTOWN SEC- ONDARY TRACK (k) (m)..... | | | | | | X | | X | X | X |

| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
|------------------------------------|---|---|---|---|---|---|---|---|---|---|
| CHESTERTOWN: | | | | | | | | | | |
| Kibler's track..... | | | X | X | X | X | X | X | X | X |
| OXFORD SECONDARY | | | | | | | | | | |
| TRACK (k) (m)..... | | | | | | X | | X | X | X |
| HENDERSON: | | | | | | | | | | |
| Public delivery tracks..... | | | | | | X | X | X | X | X |
| GREENSBORO: | | | | | | | | | | |
| Back track, Pet Milk Co..... | | | | | | X | X | X | X | X |
| D.M.&V. SECONDARY | | | | | | | | | | |
| TRACK (k) | | | | | | X | | X | X | X |
| CAMBRIDGE SEC- | | | | | | | | | | |
| ONDARY TRACK (k) (m)..... | | | | | | X | | X | X | X |
| CRISFIELD SECONDARY | | | | | | | | | | |
| TRACK (k) (m)..... | | | | | | X | | X | X | X |
| CRISFIELD: | | | | | | | | | | |
| Potomac & Handy track..... | | | | | | X | X | X | X | X |
| REHOBOTH TRACK (k) (m) | | | | | | | | | | |
| | | | | | | X | | X | X | X |
| LEWES: | | | | | | | | | | |
| Beach track..... | | | | | | X | X | X | X | |
| MILTON TRACK (k) (m)..... | | | | | | | | | | |
| | | | | | | X | | X | X | X |
| KIPTOPEKE TRACK (k) (m) | | | | | | | | | | |
| | | | | | | X | X | X | X | X |
| VIENNA TRACK (k) (m)..... | | | | | | | | | | |
| | | | | | | X | X | X | X | X |
| DENTON TRACK (k)..... | | | | | | | | | | |
| | | | X | X | X | X | X | X | X | X |
| McDANIEL TRACK (k) (m)..... | | | | | | | | | | |
| | | | | | | X | X | X | X | X |
| MARDELA TRACK (k)..... | | | | | | | | | | |
| | | | | | | X | X | X | X | X |
| SALISBURY: | | | | | | | | | | |
| Mill Street track..... | | | | | | X | X | X | X | X |
| Conn. bet. Secondary track | | | | | | | | | | |
| and West No. 1..... | | | | | | X | X | X | X | X |
| Farmers & Planters track..... | | | X | X | X | X | X | X | X | X |
| Ruarks track..... | | | X | X | X | X | X | X | X | X |
| Nock Coal Co. track..... | | | X | X | X | X | X | X | X | X |
| Salisbury Milling Co. track.. | | | X | X | X | X | X | X | X | X |
| Pocohontas track..... | | | X | X | X | X | X | X | X | X |
| West End River track— | | | | | | | | | | |
| Mill Street..... | | | X | X | X | X | X | X | X | X |
| WILLARD TRACK (m)..... | | | | | | | | | | |
| | | | | | | X | X | X | X | X |
| OCEAN CITY | | | | | | | | | | |
| TRACK (k) (m)..... | | | | | | X | | X | X | X |

(a)—Restricted at South End.

(b)—Class BS-12 Shifting Diesel restricted.

(d)—Diesel Engines class EP-20 and EP22 are prohibited.

(f)—Speed shown for Column 3 Engines over movable bridges will be applicable to Rail Motor Cars.

(g)—Class ES-6, ES-10, ES-12, ES-12M, ERS-15, ERS-15S, ERS-17, ERS-15AX engines are prohibited.

(h)—Class ERS-15AX engine prohibited.

(i)—Class ERS-15, ERS-15S, ERS-17 and ERS-15AX are prohibited.

(j)—Class ES-6 ES-10, ES-12, ES-12M, ERS-15AX, ERS-15, ERS-15S and ERS-17 engines are prohibited.

(k)—Class AF-24a and AF-30 engines restricted to 15 m.p.h.

(m)—Class EF-25 and GF-28A engines restricted to 10 m.p.h.

(n)—Class EF-25 engines restricted to 30 m.p.h.

(o)—Class EF-25 and GF-25 engines prohibited and GF-28A engines restricted to 10 m.p.h. on Cedar Point and Chalk Point industrial tracks.

1160-A1d. (Harrisburg Division). Engines and special loads are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

E—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engine specified may be operated.

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.

Class AF-30, EF-36 and GF-28A diesel engines are restricted to 10 miles per hour in all Yard and Industrial tracks.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this instruction.

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|--------------------------------|--|---|---|---|----|---|---------------|---|---|---|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| | AS6, BS6, BS7, BS7M, ES6, B1 AF24, AF24A, ARS10, ARS10S, ARS10SX, ARS18, AS10, AS10A, BR12, BR12S, BR12SX, BS10, BS10M, BS10S, BS12, BS12M, EF25, ES10, ES12, ES12M, FS10 AF25, ARS16, ARS16S, ARS16X, EF15, EF15A, EF22, FFP15, ERS15, ERS15S, ERS17, FRS10, FRS20, FRS20X, FS12, FS12M, GF25 ARS24, AS18M, BR16, BR16MS, EP20, EP22, L6 AF27, ARS16A, ARS24S, BF16Z, BP20, BS24, BS24M, EF25A, EF30A, ERS15AX, ERS17A, FRS24, GF25A, GF28A, LS25, LS25M GG1, E44 | | | | | | | | | | |
| MAIN LINE: | | | | | | | | | | | |
| ATGLEN: | | | | | | | | | | | |
| Coal trestle..... | | | | X | X | X | X | X | X | X | |
| CHRISTIANA: | | | | | | | | | | | |
| Mullen & Faddis track (a)..... | | | | | | X | X | X | X | X | |
| GAP: | | | | | | | | | | | |
| Coal and Lumber track..... | | | | | | X | X | X | X | X | |
| Feed Mill track..... | | | | | | X | X | X | X | X | |
| KINZER (WEST OF): | | | | | | | | | | | |
| John Hess track..... | | | | X | 10 | X | X | X | X | X | |
| LEAMAN PLACE: | | | | | | | | | | | |
| Paradise track..... | | | | | | X | X | X | X | X | |
| Denlinger track (a)..... | | X | X | X | X | X | X | X | X | X | |
| BIRD-IN-HAND: | | | | | | | | | | | |
| Warehouse track..... | | | | | | X | X | X | X | X | |
| WITMER: | | | | | | | | | | | |
| Stauffer track (d)..... | | | | | | X | X | X | X | X | |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | | |
|--|------------------|---|---|---|---|---|---------------|----|----|---|--|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | | |
| LANCASTER: | | | | | | | | | | | | |
| Bridge 67.54..... | | | | | | | | 40 | 25 | X | | |
| Industrial track..... | | | | | | X | X | X | X | | | |
| R. C. A. track..... | | | | | | X | X | X | X | | | |
| Armstrong Cork track..... | | | | | | | | | | | | |
| Bearings Co. track..... | | | | | | | | | | | | |
| Malleable Casting track..... | | | | | | | | | | | | |
| Hay Siding track..... | | | | | | | | | | | | |
| D. Knight Coal Co. track..... | | | X | X | X | X | X | X | X | X | | |
| Rost Tobacco Co. track..... | | | | | | | | | | | | |
| Hubley Mfg. Co. track..... | | | | | | | | | | | | |
| Bogar Lumber Co. track..... | | | | | | | | | | | | |
| Burnham Coal Co. track..... | | | | X | X | X | X | X | X | X | | |
| Kimmel Sons track..... | | | | | | | | | | | | |
| Nos. 1 and 2 tracks, No. 1 Yd..... | | | | | | | | | | | | |
| Champion Blower & Forge Co. track..... | | | | | | | | | | | | |
| General Cigar Co. track..... | | | | | | | | | | | | |
| B. B. Martin Lumber Co. track..... | | | | | | | | | | | | |
| Old Enginehouse Yard..... | | | X | X | X | X | X | X | X | X | | |
| Raub Supply track..... | | | | | | | | | | | | |
| Reading Terminal Conn..... | | | | | | | | | | | | |
| All tracks No. 2 Yard..... | | | | | | | | | | | | |
| Ready Mixed Conc. Co. track..... | | | | | | | | | | | | |
| All tracks, Frt. Station..... | | | | | | | | | | | | |
| All tracks, Eshelms Feed Co..... | | X | X | X | X | X | X | X | X | X | | |
| Paint Company track..... | | | | X | X | X | X | X | X | X | | |
| No. 2 track..... | | X | X | X | X | X | X | X | X | X | | |
| Lancaster Co. Tobacco Growers trk..... | X | X | X | X | X | X | X | X | X | X | | |
| Betts Coal Co. track (d)..... | | | X | X | X | X | X | X | X | X | | |
| Cotton Mill track..... | | | | X | X | X | X | X | X | X | | |
| Gas Co. track..... | | | | X | X | X | X | X | X | X | | |
| Miller Junk Co. track..... | | | | | | | | | | | | |
| Lancaster Iron Co. track..... | | | X | X | X | X | X | X | X | X | | |
| Penna. Power & Light Co. track..... | | | | | | | | | | | | |
| Ice Plant track..... | | | X | X | X | X | X | X | X | X | | |
| LANDIS, WEST OF: | | | | | | | | | | | | |
| Interchange track..... | | | | | | | | | | | | |
| Warehouse track..... | | | | X | X | X | X | X | X | | | |
| Nissley track..... | | | | | | | | | | | | |
| Heinstead Co. track..... | | | | | | | | | | | | |
| FLORIN: | | | | | | | | | | | | |
| Bachman Chocolate Co. track..... | | | | | | X | X | X | X | | | |
| Foundry track..... | | | | | | | | | | | | |
| Stock track..... | | | | X | X | X | X | X | X | X | | |
| Farm Bureau Assn. track..... | | | | | | | | | | | | |
| RHEEMS: | | | | | | | | | | | | |
| Wenger Feed Mill track..... | | | | | | X | X | X | X | | | |
| ELIZABETHTOWN: | | | | | | | | | | | | |
| A. Buch Sons Co. both tracks..... | | | | X | X | X | X | X | X | X | | |
| Klein Chocolate Co. track..... | | | | | | | | | | | | |
| Warehouse track..... | | | | | | | | | | | | |
| Grubb and Brannemans track..... | | | | | | | | | | | | |
| Hoffer Bros. track..... | | | | | | X | X | X | X | X | | |
| Stock track..... | | | | | | | | | | | | |
| Muth Bros. track (a)..... | | | | | | | | | | | | |
| Farmers Ferts. Works track..... | | | | X | X | X | X | X | X | X | | |
| Masonic Home track (d)..... | | | | | | | | | | | | |
| MIDDLETOWN: | | | | | | | | | | | | |
| Brick Yard track..... | | | | | | X | X | X | X | X | | |
| New Siding..... | | | X | X | X | X | X | X | X | X | | |
| Bridge 94.74..... | | | | | | | | 45 | 30 | X | | |
| Detrick Coal Co. track (a)..... | | | X | X | X | X | X | X | X | X | | |
| Metropolitan Edison Co. track..... | | | | | | | | | | | | |
| Wincroft Stove Co. track..... | | | | | | | | | | | | |
| Industrial track, north side..... | | | | | | X | X | X | X | X | | |
| Aviation track (a)..... | | | | | | | | | | | | |
| Br. 94.98, West of Middletown..... | | | | | | | | | 30 | X | | |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|---|------------------|---|---|---|---|---|---------------|----|----|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| HARRISBURG: | | | | | | | | | | |
| Freight House Yard tracks No. 3 & 4 to Pass. Sta. | | | | | | X | X | X | X | |
| Other tracks, Freight House | | | X | X | X | X | X | X | X | |
| Cedar St. tracks | | | | | | | | | | |
| Paxton St. Yard: | | | | | | | | | | |
| All tracks | | X | X | X | X | X | X | X | X | |
| Air Reduction | | X | X | X | X | X | X | X | X | |
| Market St. Yard: | | | | | | | | | | |
| No. 2 track | | X | X | X | X | X | X | X | X | |
| All other tracks | | X | X | X | X | X | X | X | X | |
| Bridge 105.22 | | | | | | | 40 | 30 | X | |
| Pipe Bending track: | | | | | | | | | | |
| Abrams | | | | | | | | | | |
| Building Units | | | X | X | X | X | X | X | X | |
| Farm Show | | | | | | | | | | |
| All others | | | | X | X | X | X | X | X | |
| North St. Yard: | | | | | | | | | | |
| Tracks 3 & 4 | | | | X | X | X | X | X | X | |
| Tracks 5 & 6 | | | | | | | X | X | X | |
| Swift Co. | | | | | | | X | X | X | |
| Micholovits | | | | X | X | X | X | X | X | |
| All others | | | X | X | X | X | X | X | X | |
| Relly Street: | | | | | | | | | | |
| McCluskeys | | | X | X | X | X | X | X | X | |
| All others | | | | | | X | X | X | X | |
| Macley St. tracks: | | | | | | | | | | |
| Division St. Team track | | | | | | X | X | X | X | |
| Penn Supply Co. | | X | X | X | X | X | X | X | X | |
| Rubens Junk Co. | | | | | | | | | | |
| John Stapf | | | | | | X | X | X | X | |
| Firestone | | | | | | | | | | |
| All others | | | X | X | X | X | X | X | X | |
| Lucknow: | | | | | | | | | | |
| All tracks | | | | | | X | X | X | X | |
| | | | | | | | | | | |
| Bridge 110.84, West end of Rockville | | | | | | | | | | |
| Bridge on West leg of Wye No. 4 track | | | | | | | 30 | 25 | X | |
| ROCKVILLE YARD: | | | | | | | | | | |
| All tracks | | | | | | X | | X | X | |
| | | | | | | | | | | |
| ATGLEN and SUSQUEHANNA BRANCH: | | | | | | | | | | |
| Bridge 6.35 | | | | | | | | 35 | X | |
| Bridge 13.54, 2nd bridge west of Block Signal L-125 | | | | | | | | 25 | X | |
| | | | | | | | | | | |
| COLUMBIA BRANCH: | | | | | | | | | | |
| Bridge 70.00 west of Lancaster | | | | | | | | 25 | X | |
| | | | | | | | | | | |
| ROHRERSTOWN: | | | | | | | | | | |
| Miller and Bushong | | | | | | | | X | X | |
| Station track | | | | | | | | | | |
| | | | | | | | | | | |
| MOUNTVILLE: | | | | | | | | | | |
| Station track | | | | | | | | X | X | |
| Paper Mill track | | | | | | | | | | |
| New Holland Machine Co. track | | | | X | X | X | X | X | X | |
| Brick Co. track (a) | | | | | | | | | | |
| | | | | | | | | | | |
| WEAVERS: | | | | | | | | | | |
| Newcomers Mill track | | | | | | | | X | X | |
| | | | | | | | | | | |
| COLUMBIA: | | | | | | | | | | |
| Bridge 78.86 east of Columbia | | | | | | | | 35 | 25 | X |
| Crossover to Reading Co. | | | | | | | | X | X | |
| Keeley Stove Co. track (a) | | | | X | X | X | X | X | X | |
| No. 2 track to west end | | | | | | | | X | X | |
| | | | | | | | | | | |
| MARIETTA: | | | | | | | | | | |
| Station track | | | | | | | | X | X | |
| Cargill track | | | | | | X | | X | X | |
| Zeigler Coal Co. track (a) | | | | X | X | X | X | X | X | |
| O'Connor Coal track | | | | | X | X | X | X | X | |
| Baker Tobacco Co. track | | | | | | | | | | |
| | | | | | | | | | | |
| BILLMYER: | | | | | | | | | | |
| All tracks except track adjacent to main track | | | | X | X | X | X | X | X | |
| No. 8 track to Rotary Mill | | | | | | | | | | |
| | | | | | | | | | | |
| HIGHSPIRE: | | | | | | | | | | |
| Bridge 97.04 east of Highspire | | | | | | | | 40 | X | |
| Beth. Steel Co. Boiler Works track | | | | | | | | | | |
| Yard tracks 1, 2, 3 | | | | | | X | X | X | X | |
| Wheatena Corp. track | | | | | | | | | | |
| Hosiery Mill track | | | | | | | | | | |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|--|------------------|---|---|---|---|---|---------------|----|----|---|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| STEELTON: | | | | | | | | | | | |
| Canal Branch track..... | | | | | | X | X | X | X | X | |
| YORK HAVEN LINE: | | | | | | | | | | | |
| York Haven Paper Mill track..... | | | | X | X | X | X | X | X | X | |
| Bridge 68.63 west of York Haven, | | | | | | | | | | | |
| Nos. 1 and 2 tracks..... | | | | | | | 30 | 20 | X | | |
| CLY: | | | | | | | | | | | |
| Wye track..... | | | X | X | X | X | X | X | X | X | |
| BRIDGE 72.05 east of Goldsboro, | | | | | | | | | | | |
| Nos. 1 and 2 tracks..... | | | | | | | 50 | 30 | X | | |
| MARSH RUN: | | | | | | | | | | | |
| U. S. Depot track..... | | | | | | X | X | X | X | X | |
| LEMO: | | | | | | | | | | | |
| Curve to C. V. Bridge..... | | | | | | X | X | X | X | X | |
| West leg of "Y" (bb)..... | | | | | | X | X | X | X | X | |
| NEW HOLLAND SECONDARY (j) (u)..... | | | | | | X | X | X | X | X | |
| O. A. Smith Co. Track..... | | X | X | X | X | X | X | X | X | X | |
| QUARRYVILLE INDUSTRIAL (j)..... | | | | X | X | X | X | X | X | X | |
| LEBANON SECONDARY (b) (j)..... | | | | | | X | | | | X | |
| Bridge 16.29 west of Cornwall (g)..... | | | | | | X | | | | X | |
| CUMBERLAND VALLEY BRANCH: | | | | | | | | | | | |
| CAMP: | | | | | | | | | | | |
| Summit Corp. track..... | | | | | | | | | | | |
| Spangler Flour Mill track..... | | | | | | | | | | | |
| General Foods Corp. track..... | | | | X | X | X | X | X | X | X | |
| Pennsy Supply Co. track..... | | | | | | | | | | | |
| Moore's Wholesale Co. track..... | | | | | | | | | | | |
| SHIREMANSTOWN: | | | | | | | | | | | |
| Kinney Shoe Co. track..... | | | | | | | | | | | |
| Quaker Oats track..... | | | | | | | | | | | |
| Ralston-Purina Co. track..... | | | | X | X | X | X | X | X | X | |
| Paul Eberly track..... | | | | | | | | | | | |
| U. S. Steel Homes track..... | | | | | | | | | | | |
| Hamden Industrial Track..... | | | | | | | | | | | |
| MECHANICSBURG: | | | | | | | | | | | |
| D. Wilcox track..... | | | | X | X | X | X | X | X | X | |
| CARLISLE: | | | | | | | | | | | |
| Ettinger & Sons track..... | | | | | | X | X | X | X | X | |
| Beetern side track (a)..... | | | | | | | | | | | |
| SHIPPENSBURG: | | | | | | | | | | | |
| Bridge 37.85 north of Shippensburg..... | | | | | | X | | | 25 | X | |
| Elevator track..... | | | | X | X | X | X | X | X | X | |
| CHAMBERSBURG: | | | | | | | | | | | |
| Rots Lumber Co. track (a)..... | | | | | | | | | | | |
| Track inside T. B. Wood Sons gate..... | | | | | | | | | | | |
| Wolf side track north of bridge at College..... | | | | | | | | | | | |
| Wolf Side track (d)..... | | | | | | | | | | | |
| Connection with W. M. at Engineering Company..... | | | | X | X | X | X | X | X | X | |
| Tracks at Reclamation Plant Yard and No. 8 track along erecting shop..... | | | | | | | | | | | |
| Slyder track..... | | | | | | | | | | | |
| Electric Light & Speer Co. track..... | | | | | | | | | | | |
| Shop tracks and delivery tracks west of Freight Station..... | | | | | | | | | | | |
| House and Transfer tracks..... | | | | | | | | | | | |
| Speer low track..... | X | X | X | X | X | X | X | X | X | X | |
| GREENCASTLE: | | | | | | | | | | | |
| Milk track..... | | | | | | X | X | X | X | X | |
| Omwake and Oliver..... | | | | X | X | X | X | X | X | X | |
| WINCHESTER SECONDARY: | | | | | | | | | | | |
| HAGERSTOWN: | | | | | | | | | | | |
| North ladder No. 1 yard..... | | | | | | X | X | X | X | X | |
| Storage and transfer track No. 1 Yard No. 1 west, No. 1, 2 east transfer tracks..... | | | | | | | | | | | |
| Other transfer tracks..... | | | | X | X | X | X | X | X | X | |
| Merchant Wholesale Grocery Co. track..... | | | | | | | | | | | |
| J. W. Myers Co. track..... | | | | | | | | | | | |
| Back Stockyard track..... | | | | | | | | | | | |
| BRIDGE 82.13 Potomac River..... | | | | | | | | | | X | |
| CV-87: | | | | | | | | | | | |
| DuPont tracks..... | | | | | | X | X | X | X | X | |

| LOCATION | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|---|------------------|-----|---|---|----|---|---------------|---|---|---|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| Medusa Cement Co. tracks..... | | | | | | X | X | X | X | | |
| National Gypsum Co.— All switches in Yard..... | | | X | X | X | X | | | | | |
| Emigsville— American Acme Co..... | | | | | | X | X | X | X | | |
| Mt. Wolf— G. A. Wolf & Sons..... | | | X | X | X | X | X | X | X | | |
| YORK RUNNING TRACK: | | | | | | | | | | | |
| Wrightsville to York..... | | | X | X | X | X | | | | X | |
| Wrightsville Yard..... | | | X | X | X | X | | | | X | |
| Wrightsville Station track..... | | | X | X | X | X | | | | X | |
| Riverside Foundry Co. trestle..... | X | X | X | X | X | X | X | X | X | X | |
| Caterpillar track..... | | | X | X | X | X | X | X | X | X | |
| Bendix track..... | | | X | X | X | X | X | X | X | X | |
| Highland Industries track..... | | | X | X | X | X | X | X | X | X | |
| E. & S. Realty Co. track..... | | | X | X | X | X | X | X | X | X | |
| Standard Register Co. track..... | | | X | X | X | X | X | X | X | X | |
| Sears track..... | | | X | X | X | X | X | X | X | X | |
| FREDERICK SECONDARY TRACK:(j) | | | | | | | | | | | |
| York to Frederick (u) (c)..... | | | | | | X | | X | X | X | |
| Palmer's Industrial track..... | | | | | | X | X | X | X | X | |
| SPRING GROVE: | | | | | | | | | | | |
| P. H. Gladfelter tracks..... | | | | | | X | X | X | X | X | |
| P. H. Gladfelter No. 4 track..... | | | | | X | | | | | X | |
| HANOVER: | | | | | | | | | | | |
| Doubleday Co..... | | | | | | X | | X | | X | |
| Hoke & Blair Coal Co. Trestle..... | | | X | X | X | X | X | X | X | X | |
| Revonah track..... | | | X | X | X | X | X | X | X | X | |
| UNION BRIDGE TRACK | | | | | | | | | | | |
| Walkersville Canning Co. track..... | | (k) | | X | X | X | | X | X | X | |
| Walkersville-Jamison's trk..... | | | | X | X | X | X | X | X | X | |
| BRIDGE 41.58: | | | | | | | | | | | |
| South of Kingsdale..... | | | X | X | 20 | X | 15 | X | X | X | |
| BRIDGE 65.20: | | | | | | | | | | | |
| North of Frederick..... | | | X | X | 20 | X | 15 | X | X | X | |

NOTES:

- (a) Engines must not use track beyond point designated.
- (c) Class EFS-17M diesel engines may operate on undergrade bridges 41.58 (south of Kingsdale) and 65.20 (south of Walkersville), not exceeding 20 miles per hour.
- (d) Engine must not be used on bridge or trestle.
- (g) Diesel engines, except Class ARS-16A, may operate double headed over the following bridges:
 Bridge 16.20—West of Cornwall
 Bridge 61.37—Hother
 Bridge 70.20—West of Lehmasters
 Single unit diesel engines Class ARS-16A, may operate over these bridges not exceeding 15 miles per hour. When double headed or moving disabled engines of any other class, all engines must be separated and moved singly over these bridges, unless there are four cars between the engines.
- (j) EF-25 restricted to 10 m.p.h.
- (k) Double heading of engines of any class prohibited. All engines must be separated and moved singly unless they are separated by at least 3 cars with gross weight not exceeding 169,000 lbs. each. Reading Co. 2400 HP diesel engines class RS-4 and RS-4B prohibited.
- (u) AF-24a, restricted to 15 MPH.
- (bb) EF-30A diesel engines 6040 to 6104 are prohibited.

1160-A3. (All Divisions) Engine Restrictions

Diesel units, including dead diesel units handled in a train, which are not equipped with coupler stops or alignment control feature must not be operated when coupled to each other except:

- When they are the first two units on the front of a train.
- When they are the last two units on the rear of a train.
- When they are in passenger service.
- When they are moving light.

All units of Classes AF24, AF24A, AF25, AF27, EF22, EF25, EF25A, GF25, GF25A, ARS18A, ARS18, ARS24, ARS24S, FRS24, EF17 except 7000-7049, are equipped with coupler stops or alignment control feature. Individual units of certain other classes are also equipped.

On descending grades where Timetable Special Instructions require the use of dynamic brakes in lieu of or to supplement retaining valves, another engine must not be coupled ahead of the hauling engine unless it is known that the hauler engine is equipped with coupler stops or centering devices.

D. R. R. & B. Co. Branch—Between west end of approach viaduct and Jersey Interlocking Station:

1160-A4. (Philadelphia Division) Not more than four (4) road or shifter type diesel engines or units coupled together may operate over Delair Bridge 2.07 between approach viaduct and Jersey Interlocking Station.

Additional engines of any class must be spaced from any of the coupled engines listed above with at least ten (10) cars between them, and the Train Dispatcher and Block Operators at Shore and Jersey must not permit any train on adjacent track while the movement of any of the above coupled engines is being made.

Arsenal Movable Bridge

1160-A5. (Phila. Div.) When three or more electric engines or diesel engine units, coupled together, are operated over the Arsenal Movable Bridge and approaches thereto, the train dispatcher and operator at Arsenal must see that no train is permitted on adjacent track while such movement is being made.

1160-A6. (Phila. Div.) Between Lewis and Fort Dix:

Engines may operate on Union Transportation Company tracks between Lewis and Switch No. 1, Fort Dix, at a speed not exceeding 15 miles per hour and may enter Fort Dix yard at switches 3, 2 and 1.

Engines may use warehouse No. 77 tracks and may use switch leading to I and L tracks at a speed of 5 miles per hour.

1160-A11. (Chesapeake Div.) Shellpot Branch: Bridge 3 and Bridge 4:

When a train is moving over Bridge 3 and Bridge 4, no trains shall be permitted on the adjacent track.

Not more than three (3) diesel engine units listed in columns 4 and 5 of Special Instruction **1160-A1c**, may be operated coupled over these bridges.

Not more than two (2) electric engines, except E-44, may be operated coupled over these bridges.

1160-A13. (All Divisions) Class AS-10a engines are restricted in all tunnels unless engine awnings are in closed position.

Equipment Restrictions

1160-B1. (All Divisions) Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.

| Weight of Car (Pounds) | Minimum Coupled Length | Restrictions |
|---------------------------|---------------------------|------------------|
| 150,000-170,000 | 40'-0" | Same as Column 2 |
| 170,000-220,000 | 42'-0" | Same as Column 5 |
| 220,000-263,000 | 48'-0" | Same as Column L |

Cars in the above weight classifications, but shorter than the minimum coupled length specified, are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 220,000 lbs., and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and they are subject to restrictions shown in Special Instructions 1160-A1a, A1b, A1c, A1d, as follows:

Two or more loaded coupled cars—Column I, special load restrictions.

Due to excessive weight of class FD2, FW1 and F40 flat cars, both loaded and empty, this equipment must be handled with care at restricted speed on other than Main and Secondary tracks.

PRR cars in this class are:

| Class | Number | Lightweight |
|-------|------------|--------------|
| FD2 | PRR 470245 | 500,400 lbs. |
| FW1 | PRR 470248 | 410,600 lbs. |
| F40 | PRR 470250 | 246,000 lbs. |

Other Equipment Restrictions

1160-B2. (All Divisions) Special Handling of Multiple Loads.

A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of a hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

1160-B3. (All Divisions). The handling of freight cars by RDC (Budd) cars is prohibited.

1160-B4. (New York Division) Main Line

Wreck and work derricks not exceeding 16 feet 1½ inches above top of rail may be operated in overhead AC electric territory except as follows:

East and North River Tunnel—14 feet 6 inches.

~~No. 1 track, Jersey City Branch at Journal Square Station—15 feet 3½ inches.~~

Sunnyside Yard—

Harold Avenue overhead bridge—15 feet.

Honeywell Avenue overhead bridge—15 feet 1½ inches.

Movement of derricks exceeding above heights must only be made on written permission of Superintendent and must be accompanied by a qualified electrician. Before such movements are made, power must be shut off from overhead trolley wire over track on which derrick is to move. Before making such movements, conductors must know that the boom is down tight and properly secured.

Waverly wreck derrick No. 490729 may be moved through the North and East River tunnels and Pennsylvania Station at a speed not to exceed 15 miles per hour. Gasoline for light generator must be removed before entering tunnels.

Long Island Railroad wreck derrick No. 197, may, after removal of grab irons, smoke stack and ring, be moved through East River and North River Tunnels and Pennsylvania Station area, without de-energizing overhead wires, at a speed not to exceed 15 miles per hour.

Wrecking Crane 490751 located on Harrisburg Division and assigned to electrified territory must not be operated through North and East River Tunnels, nor Pennsylvania Station, New York, account exceeding permitted wire height.

GP type hoppers must not be operated on tracks equipped for third rail operation.

Industrial Brownhoist ballast cleaners must not be operated on tracks equipped for third rail operation.

Special groups of cars for handling long lengths welded rail consisting of 32 GRA, 2 FM and 1 F 30 cars have hand brakes removed, couplers blocked and cutting levers inoperative.

A type GRA car partially loaded dirt or gravel at each end equipped with hand brakes must be coupled to the special cars with couplers blocked and release riggings inoperative.

The movement of any car containing car load shipment of gasoline or explosives is prohibited between South Street (Newark, N. J.) and Hudson.

The movement of Highway Trailer Trucks loaded on flat cars (TrucTrain Service) through Newark Passenger Station is prohibited, except cars so routed on a track covered by BX Authority, issued by System Clearance Bureau.

1160-B5. (New York Div.) East and North River Tunnels—Movement of Passenger and Freight Equipment.

1. All hatch covers on cars must be closed and secured before entering tunnels.

2. Cars excluded from movement:

(a) Cars containing shipments of explosives (including fireworks) poison or compressed gases, inflammable liquids or other dangerous articles requiring protection of the following placards: Explosives, Poison Gas, Dangerous, Inflammable, Acid, Corrosive, Compressed Gas, Poison Gas or Poisonous.

(b) Cars with wooden or composite center sills.

(c) Cars exceeding dimensions shown in General Notice No. 207-A.

3. Operating limitations which must be observed:

(d) Passenger trains must not exceed 30 cars.

(e) Freight trains or trains of mixed freight and passenger equipment must not exceed 30 cars or 1800 tons.

(f) All cars in train carrying passengers must be of all-steel construction.

(g) All cars in other trains must have all-steel underframe.

(h) Car lighting equipment other than electricity is prohibited.

(i) Coal or charcoal ranges or heaters in cars of other than all-steel construction must have fires extinguished before entering tunnels. Conductors must know that fires are extinguished.

(j) Coal or charcoal ranges or heaters in kitchen cars of all-steel construction must have fire banked prior to entering tunnels.

Trains having kitchen cars equipped with gasoline ranges must not enter tunnels unless gasoline has been drained from same and all gasoline removed from cars. Eastward trains will stop at Lane to unload gasoline. These trains, when enroute to N.Y.N.H. and H.R.R. will stop at Harold to replace gasoline unless advised otherwise by military personnel in charge. Westward trains will stop at Harold to unload gasoline. These trains, if continued through New York, will stop at Lane to replace gasoline unless advised otherwise by military personnel in charge. Conductors will arrange to advise Train Commanders and request that ranges be drained and gasoline ready to be removed from train before arrival at above points, to prevent undue delay. Conductor must see that the engineman is instructed and must advise Superintendent in advance, when such stop is to be made.

1160-B6. (New York Div.) Internal Combustion Engines Between "F" and Portal:

Diesel engines, with engines or steam generators running, are prohibited between east portal of East River Tunnels and west

portal of North River Tunnels. Diesel engines may be hauled in this area by electric engines.

NOTE—This instruction does not apply to diesel-powered Dining Car equipment, power car on Tubular Train, Sperry Cars, or other track maintenance equipment equipped with proper exhaust attachments.

1160-B7. (New York Div.) Branches:

On account of that portion of bridge No. 2.24 over Storage Track, Prospect Street, Trenton, being lower than the portion over the main track, cars or lading more than 15 feet 5 inches in height must not be moved under the bridge on this track.

~~Industrial Brownhoist ballast cleaners must not be operated on Jersey City Branch.~~

1160-B8. (New York Div.) Yards:

Industrial tracks leading to Trenton Potteries Company Muirhead Avenue Plant, Coalport Yard, restricted for cars exceeding 52 feet 6 inches in length.

1160-B9. (New York Div.). Transfer Bridges:

Transfer Bridges are restricted as indicated below:

| Bridge No. | Location | Maximum Weight car Permitted | Total weight of All cars permitted on any one track |
|------------|------------------|------------------------------|---|
| 10 | Greenville | 220,000 lbs. | 400,000 lbs. |
| 13 | Greenville | 220,000 lbs. | 400,000 lbs. |
| 14 | Greenville | 220,000 lbs. | 400,000 lbs. |
| — | 37th St New York | 210,000 lbs. | 350,000 lbs. |

1160-B10. (All Divisions). When car equipped with non-tight-lock couplers coupled to car equipped with tight-lock coupler, knuckle on tight-lock coupler must be closed and knuckle on non-tight-lock coupler open when making coupling.

When cars equipped with tight-lock couplers are coupled, indicator hole in lock connection must be entirely below coupler head to insure locking device is in anticreep position.

Brake pipe and train air signal hose on cars equipped with tight-lock couplers, when not in use, must be coupled to the dummy couplings at end of car, as they will not clear rail when hanging free.

Movement of Cars Maximum Weight—Various Tracks

1160-B11. (Phila. & Hbg. Divs.) A maximum weight of 263,000 pounds (car and lading) can be handled over the Philadelphia and Harrisburg Divisions, except as follows:

Cars exceeding a maximum weight (car and lading) of 220,000 pounds, must not be accepted for movement over the following tracks:

West Chester Branch

Secondary tracks:

New Holland
Pomeroy
Lebanon
Dillsburg
Waynesboro
Mercersburg
Chester Creek
Octoraro

Tracks:

Fort Washington
Kensington and Tacony
Midvale
Bustleton
Fairhill
Oxford Road
Stiftown
Washington Ave.
60th Street
Devault
Claymont
South Chester
Chester and Phila.
Quarryville

Running Tracks:

York

Royersford track and on siding over Bridge 32.55—Spring City.
Bridge No. 2 over Schuylkill River on industrial track leading from Pencoyd track.

Cars exceeding a maximum weight (car and lading) of 150,000 pounds must not be accepted for movement between Allen Lane and Chestnut Hill.

Cars exceeding maximum weight (car and lading) of 169,000 pounds must not be accepted for movement on Oxford Road track.

1160-B12. (New York Div.) Account of light rail cars with a maximum weight of 220,000 pounds (car and lading) can be handled on the Robbinsville secondary track between BO and end of track at a speed not exceeding 10 miles per hour.

Model 40 Burro Cranes

1160-B13. (All Divisions). Model 40 Burro Cranes with booms greater than 35 feet in length must be stopped while movements are being made on adjacent tracks.

Passenger Equipped Cars Prohibited— Cardington Track

1160-B14. (Phila. Div.). Movement of all passenger equipped cars prohibited through arch tunnel No. 8.21 under Philadelphia-West Chester Pike, Cardington track.

Greenwich—Ore Loading Hoppers on Loop Tracks

1160-B15. (Phila. Div.). Ladings and cars exceeding 13 feet 6 inches from top of rail are prohibited from passing under Ore Loading Hoppers on Loop Tracks.

Cars 50 Feet or More in Length

1160-B16. (Phila. & Hbg. Divs.). Cars 50 feet or longer must be handled separately on industrial tracks where engines are prohibited or nothing larger than a Class AS-6 Engine can operate on account of curvature.

Movement of Cars Maximum Weight

1160-B17. (Chesapeake Division)

A maximum weight of 263,000 pounds (car and lading) can be handled over the Chesapeake Division, except; Cars exceeding a maximum weight of 220,000 pounds must not be accepted for movement over the following tracks:

Float Bridges:

Norfolk and Cape Charles

Cars with weight exceeding 220,000 lbs. (car and lading) up to a maximum of 263,000 lbs. (car and lading) may be handled on float bridges subject to the following restrictions: An empty spacer car must both precede and follow coupled to any car in the above weight classification, and no other movements will be permitted on this float bridge while this movement is in progress.

Secondary Tracks:

Chestertown
Centreville

Pope's Creek (Brandywine to
Pope's Creek)

Tracks:

Brandywine
Claremont
Havre de Grace
Bear Creek

Rehoboth Track
(Lewes Beach Track)
Kiptopeke Track

Vienna Track
Denton Track
McDaniel Track
Mardela Track
Willard Track
Ocean City Track

Cars exceeding a maximum weight (car and lading) of 160,000 pounds, must not be moved over Float Bridge, Clinton St., Baltimore.

Cars exceeding a maximum weight (car and lading) of 180,000 pounds, must not be moved over Mill Street Tracks (Mardela Track).

The handling of BS-12 Diesel, one unit, with a gross weight of 240,000 pounds may be handled on float bridges subject to the following restrictions:

No. 1—Balance to prevent severe tipping.

No. 2—Use empty spacer cars to engine or other heavy loads over float bridge while this Diesel is on float bridge.

1160-B18. (Chesapeake Division). A maximum weight of 263,000 pounds (car and lading) can be handled over the Oxford Secondary Track but must not exceed a speed of 15 miles per hour:

1160-B19. (Phila. Division)

Cars having a maximum weight of 263,000 pounds (car and lading) with a minimum coupled length of 48 feet may be operated over D.R.R.R. & B. Co. Branch between Shore and Jersey at maximum authorized speed except, cars in this weight classification must not exceed a speed of 15 miles per hour over Delair Bridge 2.07.

When any freight train with cars in this weight classification is moving over Delair Bridge 2.07, no freight train of any kind shall be permitted on the adjacent track at the time such movement is being made.

1160-B20. (All Divisions). On tracks designated "X", "A" or "B", Columns 1 or 2, under Special Instructions 1160-A1a, A1b, A1c, A1d, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 miles per hour through curves on such side tracks and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two or three feet, and by such signs on the side as "Shock Control" and "Hydra Cushion".

1160-B21. (Chesapeake Division). Cars having a combined weight of car and lading exceeding 220,000 pounds must not exceed a speed of 5 miles per hour over the Cedar Point Industrial track between Wine and Mile Post 5.

1160-B22. (Harrisburg Div.) A maximum weight of 263,000 pounds (car and lading) can be handled over the Frederick Secondary Track but must not exceed a speed of 15 miles per hour between Mile Post 16 and Mile Post 33, account light rail.

WRECK DERRICKS—RESTRICTIONS**Derricks, 250 ton**

1160-C1. (Phila. & Hbg. Divs.) 250-ton derricks are restricted except: Main Line—between Paoli and Banks.

Branches—Trenton, Phila. and Thorndale, Atglen and Susquehanna, Columbia, York Haven Line and Cumberland Valley.

Note:

When in the above territory they must be governed by restrictions applying to column I as shown in Special Instructions 1160-A1b and A1d.

1160-C2. (Chesapeake Division). Trains with 250-ton wrecking derricks can be operated over the Chesapeake Division (Maryland District) except these derricks, insofar as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtained for Column M Special loads provided that it is preceded and followed by cars weighing not more than 160,000 lbs., and if handled by engine heavier than class BS-10 at least four cars, weighing not more than 160,000 lbs., must separate the wreck derrick from engine.

Movement of 250-ton wrecking derricks is prohibited over the Chesapeake Division (Delmarva District), unless otherwise directed by the Superintendent.

Derricks other than 250-ton**Cresnut Hill Branch (Cresheim Valley Bridge)**

1160-C3. (Phila. Division). Wreck derricks over 150 tons prohibited. Wreck derricks 150 tons or less may be moved over this bridge not exceeding 5 miles per hour, and must have at least 2 empty cars between the derrick, and engine.

No other movement must be made on adjacent track while derrick is being moved over this bridge.

West Chester Branch

1160-C4. (Phila. Div.). Trains hauling wreck derrick must not exceed speed indicated over the following bridges.

Br. 4.79 Angora 25 miles per hour.

Br. 7.11 Gladstone 15 miles per hour.

Br. 11.87 Northward from Wallingford 25 miles per hour.

Br. 14.41 Media 25 miles per hour.

Br. 20.31 Northward from Glen Mills 20 miles per hour.

Br. 25.75 first UG Br. north M.P. 26—25 miles per hour.

Br. 11.22 Southward from Llanerch 10 miles per hour.

(Newtown Square running track.)

1160-C5. (Phila. Div.). On account of weight wreck derricks must not be moved over the following bridges:

Bridge No. 1.50 Kensington and Tacony Track
 Bridge No. 2 over Schuylkill River on industrial track leading from Pencoyd track.

1160-C6. (Chesapeake Division). Wrecking derricks exceeding a maximum weight of 100 tons must not be moved over the following:

Denton track McDaniel track

Overhead Clearance

1163-A1. (All Divisions). Employees are prohibited from riding or walking on the roof of any moving car.

Train and engine service employees are prohibited from going on the roof of any car.

1163-A1a. (All Divisions). Close clearance exists at various locations. Employees must use care and take precautions necessary to protect against injuries.

1163-A1c. (Phila. Div.). Due to close overhead clearance, the Brown Hoist and Speno Ballast Cleaning Equipment and track sweepers must not be moved on No. 1 track under 42nd Street overhead bridge or on any track between 30th Street Station, upper level, and Suburban Station:

1163-A1d. (Phila. Div.). Cars, loads or other equipment higher than 15 feet 3 inches are prohibited under Willetts Road overhead bridge 2.62 on Bustleton track (2.62 miles east of Holmes).

West Chester Branch—Arsenal—Fernwood

1163-A1e. (Phila. Div.). Cars, loads or other equipment for movement between Arsenal and 540 feet south of 49th Street must not exceed 15 feet 8 inches above top of rail.

1163-A1f. (Chesapeake Division). Minimum clearance for foreign wires running across and over tracks:

A man standing on a high box car giving an overhead signal will make contact with such wires if he gives signal while passing under them, thereby exposing himself to serious danger. Employees are warned against this danger at the following locations where traffic signals or traffic signal wires cross the tracks:

CLEARANCE 15 FEET ABOVE TOP OF RAIL.

| | | | | |
|------------|---|--|---|-----------------|
| Baltimore— | { | Guilford Ave. and Madison Ave. Central Ave. and Orleans St. Boston St. and O'Donnell St. | } | Traffic Signals |
|------------|---|--|---|-----------------|

CLEARANCE 20 FEET ABOVE TOP OF RAIL

| | | | | |
|------------|---|---|---|-------------------------|
| Baltimore— | { | Guilford Ave. and Monument St. Central Ave. and Pratt St. Central Ave. and Eastern Ave. Ann St. and Aliceanna St. Aliceanna St. and Wolfe St. Central Ave. and Gough St. Guilford Ave. and Centre St. Central Ave. and Fayette St. Central Ave. and Baltimore St. Central Ave. and Lombard St. Aliceanna St. and Broadway Washington St. and Fleet St. Boston St. and Clinton St. Caroline St. and Eastern Ave. Broadway and Fleet Sts. Boston St. and S. Chester St. Monument St. and Greenmount Ave. Fleet St. and Wolfe St. | } | Traffic Signal Wires |
|------------|---|---|---|-------------------------|

1163-A1g. (Phila. Div.). Clearance 16 Feet Above Top of Rail:

CLEARANCE 16 FEET ABOVE TOP OF RAIL.

Chester.....Chester-Jensen Co. Track.

Side Clearance

1163-A3. (Phila. Div.). Employees are warned of close clearance between Zoo Secondary Track and catenary poles 85.64, 85.69 and 85.75 located between switches at east and west end of Estes Yard, there being approximately 18 inches clearance between poles and side of standard equipment, also catenary pole south side of ladder track east end, Estes Yard will not clear a man on side of car.

1163-A4. (Phila. Div.). 15th Street yard, North Philadelphia X31 cars and similar type equipment must be handled with extreme care and not coupled to other cars while being moved over Reading Company bridge on track leading to Power House.

1163-A5. (Phila. Div.). Movements on lead from No. 5 track to Newton Bruner Wholesale Coal Co. track (first switch east of North Philadelphia interlocking), with diesel-type engine or with cars longer than 41 feet, will not clear passing trains on No. 4 track. Movements to and from this track must not be made without first obtaining permission from operator at North Philadelphia and movements on No. 4 track protected as prescribed by **Rule 99**. Movements on lead from No. 0 track to Progressive Coat and Apron Co. track (1490 feet east of Margie Street O.H. Bridge No. 85.48) and lead from No. 0 track to S. L. Allen Co. track (957 feet east of Mile Post 84) will not properly clear passing trains on No. 1 track. Movements to and from these tracks must not be made without first obtaining permission from operator at North Philadelphia and movements on No. 1 track protected as prescribed by **Rule 99**.

(Page 337, Eastern Region General Order No. 2337)

1163-A7. (Hbg. Division). Employees are warned that close clearance exists between No. 13 and No. 14 tracks, east end Harrisburg passenger station and will not clear a man on side of car or engine.

1163-A8. (Harrisburg Div.). Employees are warned that close clearance exists between north side No. 12 Running Track and "L" beams supporting steam heat line, Harrisburg Station, and will not clear a man on side of engine or car.

1163-A10. (Chesapeake Division). Unless adjacent tracks are clear, the following classes of diesel engines must not be operated between the points indicated below:

| Class of Engines | Between | And |
|------------------|-----------------------------------|----------------------------|
| EP and EFP | B. & P. Junction | Fulton |
| EF and EP | Crossover No. 3 track, Wilmington | Meat House Secondary Track |

NOTE: Western Maryland Units Nos. 300 to 304 incl. must have adjacent track clear between B&P Jct. and Fulton.

1163-A11. (Chesapeake Div.). Class EF and EP diesel road engines are prohibited on No. 4 track between Fulton and Gwynn.

1163-A12. (Chesapeake Division). The movement of P-85-BR type lightweight passenger coaches and lightweight Pullman cars are prohibited on crossover from No. 3 track to Meat House secondary track account close clearance.

1163-A13. (N. Y. Div.). Sunnyside Yard. Employees are warned that close side clearance exists between Loop 1 and Loop 2 tracks and structure of car washing machine, east of F, and will not clear man on side of car or engine.

1163-A14. (New York Div.). Pennsylvania Station. Employees are warned that close side clearance exists between girders and No. 4 track at points east of the station platform stairways and will not clear a man on side of car.

Explosives and Other Dangerous Articles

1165-B1. (Phila. Div.). Cars containing shipments of class A explosives, except laboratory samples; all class B and C explosives in excess of 200 pounds are prohibited under all overhead structures, on all tracks, 30th Street Station, Philadelphia, Lower Level and Suburban Station.

Cars Placarded Explosives

1165-B2. (All Divisions) Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

Explosives—Placarded Tank Cars

1165-B3. (Chesapeake Division) Conductors of northward freight trains from Potomac Yard or Benning, with cars containing high explosives or placarded loaded tank cars for movement through Union Tunnels or B. & P. Tunnel, must notify Train Dispatcher before leaving either Potomac Yard or Benning, giving engine number and destination of such cars.

Conductors of all other trains with cars containing high explosives or placarded loaded tank cars for movement through Union Tunnels or B. & P. Tunnel must notify Train Dispatcher from Gwynn, Mt. Vernon, Bay or Canton Jct., giving engine number and destination of such cars.

Other trains must not be permitted to enter these tunnels while a train with a car of high explosives or placarded loaded tank cars is passing through the tunnels.

ELECTRICAL OPERATION

1167-A1. (All Divisions). Electrical Operating Instructions, C.T. 290 in effect.

1167-A2. (All Divisions). Power Directors are located at New York, Philadelphia, Harrisburg and Baltimore.

1167-A3. (All Divisions). Employees working on or near energized wires must obtain permission and proper protection from Power Director.

1167-A4. (All Divisions). Conductors and Enginemen are responsible for knowing that crew members and Foremen are responsible for knowing that their men understand and comply with instructions for electrical operation.

When inexperienced employees are required to work in electrified territory, experienced employees must call their attention to the danger.

1167-A5. (All Divisions). Following tracks equipped for AC electrical operation:

New York Division

| Main Line: | All Main tracks Harold to Division Post (Phila. Division) |
|--|---|
| Branches | Secondary Tracks |
| Passaic and Harsimus Greenville Perth Amboy & Woodbridge Jamesburg Princeton including siding at KS Trenton | Connecting, Q to Harold. Loops 1 and 2, F to R. Subs 1, 2, 3 and 4, Q to F. Engine Track, Hudson to Karny. Naught Track, Hudson to East Conn., Grape Lead. Grape Lead, West Conn., Naught track to Hack. No. 1 Ice House, Grape Lead to Produce Yard Lead. Produce Yd. Lead, No. 1 Ice House to Gov't. Lead. Government Lead, Karny to Produce Yd. Lead. Set-off track, WA-6 to WA-5. Track A, WA-6 to WA-3. Naught track, Union to Linden. Amboy, SA to JG including Eastward, siding at Jamesburg but not including crossovers between JG and Helmetta or crossover 4884 feet west of CQ to No. 2 Running Track. Naught and No. 5 tracks Fair to Millham. Naught, Morris to Grundy. Middle, Morris to MA including all crossovers to No. 2 Main track. Bordertown; Trenton to 180 feet west of Interlocking |

| Running Tracks | Other Tracks |
|--|--|
| <p>Nos. 5, 6 and 10 at Hudson. No. 5, Hunter to Lane. Morris Track. Modoc Track. No. 1, Greenville. Departure Yard Lead, Greenville. Old Eastward Bay Line, WA-5 to WA-2. Speedway, WA-5 to WA-6. Naught, WA-5 to WA-6. Running 1, WA-5 to WA-6. Naught, Elmora to 3155 feet west. No. 5, County to Baldwin St. Yard. Millstone, County to 1700 feet west. Rocky Hill, Midway to 730 feet east. Eastward, Millham to 480 feet west of junction of east and west legs of Millham Wye. No. 1, OB to East End. No. 2, CQ to Deep Cut.</p> | <p>Harold—Eastward from Lines 1 and 3 to New York Connecting R. R. tracks. Eastward L. I. local track to Gosman Ave. Westward L. I. tracks from Laurel Hill Ave. and including all crossovers leading to Lines 2 and 4. Engine track. F. Interlocking. Westward L. I. passenger track, Harold to 825 feet west of F. Westward Freight track from 785 feet east to 410 feet west of F. Crossovers between Sub. 1 and L. I. westward passenger and freight tracks. Loop A at R Interlocking. Eastward and Westward Engine tracks, Q to Sunnyside Enginehouse.</p> |

Other Tracks

Truc-Train Storage Yard—Tracks A and B, 235 feet at west end. Track A, 245 feet at east end. Track B, 165 feet at east end.
 Display Yard Ladder, Government Lead to Naught track.

East end No. 1 Display Yard for 775 feet.
 Hudson—Tracks 11, 13, 14, 15 and 16.
 Hunter St. Yard—Drill track and Naught track.
 South Broad St. Yard, Newark—Express House 1 and 2. Hunter—18th St. track to 950 feet west of L.V.R.R. switch. Milk track, Spur track, L.V.R.R. connection (not in service for electrical operation).
 Waverly West Side—No. 4 West Yard and connection to No. 6 track for 1950 feet west.

Durant Yard—East end tracks A and B for 400 feet.
 Rahway—510 feet of west end of Tailtrack.
 Lincoln to Edison—No. 5 and No. 6 tracks.
 Monmouth Jct.—Set-off track on Jamesburg Branch.
 Princeton Jct.—Track 5 to 3230 feet east of Princeton Jct.
 Millham—East and West leg of Wye.
 Trenton—No. 7 track.
 Spur Track.
 South Low.
 Wall track including crossover at Chestnut Ave.
 Hamilton Ave. Industrial Track—325 feet west of Fair.
 Switches from No. 4 track to No. 2 Belvidere-Delaware Secondary track and 110 feet of that track.
 Grundy—No. 5 track for 552 feet.
 Torreadale—Public Delivery track for 1900 feet.

Yard Tracks

Sunnyside Yard—
 All tracks except No. 74 and No. 75 tracks; No. 4 wheel pit; postal switching track; postal concentration center tracks No. 1, No. 2, No. 3 and Coal track; No. 61 crossover, leading from loop A to Postal Switching track, R Interlocking, Wreck Spur, Oil Spur, Incinerator Track and Track F Gosman Avenue Yard.

Harsimus Cove—
 All tracks Waldo to JH inclusive.
 Water Plug track for 800 feet from west end.
 Old Stock Yard Tracks 2, 3 and 4.
 New Stock Yard Tracks 5 to 10 inclusive.
 New Yard Ladder.
 A Ladder to 800 feet east of Yard master's office.

Meadows—
 Engine Storage tracks 2, 3 and 4.
 Engine track Karny to engine storage tracks.
 Eastward Receiving tracks 6 to 11 including ladders at both ends.
 Eastward Storage tracks 12 and 19 including ladders at both ends.
 Westward Classification Yard Ladders at west end and tracks 1 to 15; also 17 to 22 inclusive for 133 feet at west end.
 Running 1, 2 and 3.
 Flat 1, 2 and 3.
 Berwind track.
 Ladder track east end Eastward Class Yard.
 Cabin track and 1-A Lead.
 Lead to No. 3 Old Receiving Yard.

Greenville

West end of Nos. 1 to 11, Departure Yard for 990 feet.
 Nos. 3 and 4 Hump tracks to 800 feet east of CNJ bridge.
 Southwest Lead and Westward Lighterage Yard Lead to 1194 feet east of No. 4 Hump track.
 No. 2 Float track.
 Nos. 3 to 6, Receiving Yard.
 No. 3 Garden Yard.
 West end of Nos. 4, 5 and 6 Garden Yard for 700 feet
 Oak Island Interchange track for 1200 feet east of connection to No. 1 track (CY)

Waverly

No. 8 East End Yard, WA-5 to WA-4.
 Old Westward Bay Line and Bay Line Spur, WA-5.
 Eastward Receiving Yard Tracks 1, 2, 3 and 13.
 West end tracks 4 to 12, Eastward Receiving Yard for 300 feet.
 East end tracks 9 to 12, Eastward Receiving Yard for 400 feet.
 Spur track, WA-6.
 Old Westward, WA-6.
 Westward Empty Yard Track No. 1 for 250 feet, tracks 2 to 12 for 350 feet and Empty Yard Stub track.
 Westward Preference Yard Tracks 4 to 11 for 350 feet.
 L.V.R.R. Interchange (not in service for electrical operation).

Stiles St. Linden

No. 1 track.
 Nos. 2, 3 and 4 tracks, 950 feet of east end.
 No. 2 track, 600 feet of west end.

County, Baldwin St. Yard

Spur track.
 No. 1 and No. 2 tracks for 350 feet at west end.
 Nos. 1, 2 and 3, MU Yard.
 Naught track for 275 feet.

Trenton

Tracks 1 and 2, Barracks East side.
 Tracks 1 to 14, Barracks West side.
 No. 7 track, Olden Ave. to No. 5 Running.

Bristol

No. 1 track to 5030 feet west of Naught track.
 No. 2 track from Naught track to connection to No. 1 track east of Scale House and from connection to No. 1 track west of Scale House for 2495 feet west.
 No. 3 track for 788 feet at east end.

Morrisville

West end of No. 1 and No. 2 Make-up tracks for 400 feet.
 East end of No. 2 Make-up track for 1400 feet.
 Tracks E-1, E-2, E-3 and E-4 including connection to No. 1 main track at Nickel and Ladder and Fly track at east end.
 Crossovers between E-1 Lead, North Hump lead and Middle track west of Morrisville Scale.
 East end of tracks E-5 to E-9 for 530 feet, Ladder and Running track from E-5 to No. 1 Main track, 2205 feet east of MB.
 East end of tracks 19 to 22 in A yard for 1220 feet including crossover to Middle track and A Yard lead.
 West end of Nos. 1 and 2 A Yard for 1335 feet.
 Electric engine track.
 No. 1 Repair track for 860 feet at west end.
 Hand-operated crossover between connecting track and Middle track trailing for westward movement, 3929 feet west of MY and Connecting track to west end of A yard.

South Amboy

Nos. 1 and 2 Receiving tracks.
 Ladder at west end Receiving yard.
 West end track E-12 and connection to Lead to No. 2 Dumper and Pier C.
 West end tracks 1 and 2, Pier C for 420 feet.
 West end tracks 3 and 4, Pier C for 500 feet.
 Loop track and Running track.
 Lead from Running track to Pier C.
 Lead to No. 1 Dumper.
 Sand Bridge and Locomotive Cleaning Platform tracks.
 Cabin track.
 Passenger MU Yard tracks 1, 2, 3, 4 and 5.

Brown Yard

No. 1 track, empty car yard.
 West end Nos. 2 to 7 empty car yard for 500 feet.
 East end Nos. 1 to 18 Loaded Car Yard for 500 feet and Loaded Car Yard Ladder.
 No. 2 Stock Ground track for 445 feet at west end.

Philadelphia Division

| Main Line | Between | And |
|-------------------------------|--|--|
| All Main tracks | Division Post (New York Division) Arsenal Interlocking | Division Post (Harrisburg Div.) Division Post (Chesapeake Div.) |
| Branches | Between | And |
| D.R.R.R. & B. Co. | Shore | Westward limits of Delair movable bridge, including hand-operated crossover between No. 1 and No. 2 tracks and connection to Port Richmond Running track. |
| Chestnut Hill | North Phila. | Chestnut Hill, including hand-operated crossover 1375 feet east of Allen Lane, crossovers and Station tracks at Chestnut Hill. |
| Suburban Line | Zoo (44th Street) | Arsenal via upper level to 30th St. Sta. to Suburban Station including Run Down, Car Wash track, all Suburban Station tracks and shifting track Arsenal to Walnut St. |
| River Line | Zoo | Arsenal, including all station tracks, 30th St Station, No. 5 and No. 11 Running tracks and spur tracks at north and south ends of station. |
| 36th St. Connection | Zoo | Connection with Penn Interlocking River Line. |
| Grays Ferry West Chester | Zoo Arsenal | Arsenal West Chester, including hand-operated crossovers 700 feet south Fernwood; 317 feet south of Mile Post 11; hand-operated switch leading from Main track to south end Media yard; yard tracks 1, 2, 3, 4 and 5 and Station Tracks Media; Cheyney Siding; Station track at West Chester. |
| West Philadelphia Elevated | Zoo | Brill, including hand-operated crossovers at 49th Street; Naught track between 49th St., and Brill, except yard track between spur track and No. 2 main track, Arsenal Interlocking. |
| Delaware Extension | Arsenal | End of Main tracks at Broad St. OH Bridge including crossovers at Penrose between No. 1 and No. 2 tracks. |
| Schuylkill | Valley | Man (including all of Man Interlocking to eastward Home signal 550 feet west of interlocked turnout). |
| Trenton | Division Post (New York Division) | Dale and Glen, including hand-operated crossovers at Heaton, Rambo and King; No. 1 to Middle; Ladder and middle to No. 2; shop track at Nest; Howellville and Dale Sidings. |
| Philadelphia and Thorndale | Dale | Thorn |
| Running tracks | Between | And |
| No. 5 | Penn Interlocking | Arsenal (connection with shifting track). |
| No. 11 | Penn Interlocking | South end Mail House. |
| Shifting | Arsenal Interlocking | Walnut St. |
| Naught | Brill | 49th St. connection with Grays Ferry yard. |
| Port Richmond | Connection with DRRR&B Co. Br. | Ontario St. |
| Eastward Jersey | Zoo | 44th Street. |
| Westward Jersey | Connections with Eastward Jersey track | Westward yard running track west of 44th St. |
| Westward | Zoo | 42nd Street O. H. Br. No. 3.03. |
| No. 14 | Overbrook | 44th Street Overhead Bridge No. 3.23. |
| No. 15 | 42nd Street Overhead Bridge No. 3.03 | Overbrook |
| Station | West Chester | 7900 feet east including crossover 7525 feet east of Bridge |
| No. 1 and No. 2 | Broad St. overhead Bridge | Stadium |
| Thorofare | Greenwich Hump | Caln |
| Westward Engine | Thorn | Hook |
| No. 5 | Highland Avenue | |
| No. 0 | | |

YARD AND OTHER TRACKS BETWEEN HOLMES AND THORNDALE

| Location | Track | Portion equipped for AC Electrical Operation |
|---|---|--|
| Frankford Junction yard | No. 0 | From its jct., with westward track to a point 30 feet east from Frankford passenger Station. |
| | Eastward | From No. 0 track to its connection with Port Richmond R.T. track 300 feet east of Venango St. |
| | Westward | From conn. with No. 0 track to conn., with Port Richmond Running track, 300 feet east of Venango St. |
| | No. 1 Receiving yard | From its connection with eastward track westward a distance of 300 feet. |
| Shore Interlocking | No. 0 | 475 feet westward from Shore Interlocking. |
| North Philadelphia Interlocking and Margie yard | No. 5 | From a point 630 feet west of Margie St. overhead bridge extending east 6100 feet to a point 475 feet east of German-town Ave., undergrade bridge. |
| 33rd Street | No. 5 | Connecting with No. 4 Main track at 33rd Street eastward a distance of 1200 feet. |
| Mantua yard Zoo to 44th Street | No. 19 and No. 20 Cut | 375 feet from east end of tracks. |
| | Departure | Between connection with Ladder track (42nd St.) and connection to Departure track (44th St. Overhead bridge). |
| | Crossovers | Between connection with No. 2 track Zoo Interlocking and Cut track. |
| 44th Street | C-1 A-26 B-18 B-19 | All connections between energized tracks. |
| 46th Street Enginehouse | Inward engine | 200 feet, east end. 250 feet, east end. 125 feet, east end. 200 feet, east end. |
| | Electric engine Inspection pit Nos. 1 and 2 electric engine storage 7 Overflow Overflow ladder | Between connections with No. 15 Running Track at 44th St. and 150 feet west of switch to engine yard. |
| 44th Street to 52nd Street | | Entire |
| | A-12 B-20 Departure Crossovers | Entire 325 feet, west end. Between connections with No. 14 Running Track and Eastward Belt. |
| 52nd Street to Overbrook and Jeff | No. 1 PSV | 160 feet, west end. 280 feet, west end. 315 feet, west end. |
| | No. 8 No. 7 No. 3, 4, 5, 6 Ladder, West end Crossovers | All connections between energized tracks. |
| Bryn Mawr | Psgr. car track, MU storage, south side | Between connection with No. 15 Running track and Jeff |
| Paoli coach yard | Pit Nos. 0 to 8, inc. Hill connecting Running Storage Nos. 3 and 4 Duck Under Nos. 1 to 5, inc. | 775 feet, west end. 700 feet, west end. Entire Entire All connections between energized tracks. |
| Paoli West yard | | 381 feet Entire Entire Entire Entire Entire Entire Entire |
| Paoli Shop | | Leading to Shop Building (East and West side). |
| Thorndale | No. 6 storage A-B-C-D A-B-C-D | Entire West end to AC Motor stop sign. East end to AC Motor stop sign. |

YARD AND OTHER TRACKS

| Location | Track | Portion equipped for AC Electrical Operation |
|-------------------------------------|--|--|
| Spring Garden St. yard | Run down | Entire |
| Powelton Avenue MU yard | All | Entire |
| Penn Coach yard | All, including Wash and Run down, except plug track | Entire |
| Race Street Engine Terminal | All except sand track | Entire |
| U. S. Post Office | All | Entire |
| Walnut Street Yard | All except No. 10 | Entire |
| Arsenal Interlocking | Run down | Entire |
| Grays Ferry yard | No. 8 | Between Arsenal Interlocking and No. 0 track, 49th Street. 300 feet on north and south ends. |
| Penrose Yard | Nos. 9 and 10 | Between connection with No. 1 Main track and AC Motor Stop sign. |
| Stadium | Nos. 11 and 12 | Entire. |
| Greenwich yard | Crossovers | Connections between energized yard tracks. |
| | North & south leads | Entire |
| | Crossovers | Connection between North Lead and E yard lead. |
| | Westward engine running connecting inward engine | Trailing crossover for eastward movement |
| | No. 8 departure | 2170 feet, west end. |
| | No. 7 departure | 2030 feet, west end. |
| | E Yard lead | 830 feet, west end. |
| | Nos. 5 & 6 departure | 700 feet, west end. |
| | Nos. 11 and 12 inbound receiving yard | Entire, including connection to inward engine track. |
| | Nos. 13 and 14 inbound receiving yard | Entire |
| | Crossovers | Connecting ladder track (east end inbound receiving yd) and engine track. |
| | Ladder | Between east end inbound receiving yd. and a point 80 feet west of Gwch. switch cabin. |
| | No. 3 departure | 465 feet from west end. |
| | No. 4 departure | 1135 feet from west end. |
| | No. 2 departure | 460 feet eastward from connection with No. 3 departure. |
| Greenwich coal yard (Receiving) | North ladder | Entire |
| | South ladder | 390 feet eastward from connection with north ladder. |
| | No. 7 | 180 feet, west end. |
| | Nos. 9 and 10 | Entire |
| | Ladder | Between Nos. 7 and 10 tracks (east end of Hump). |
| South Phila. Enginehouse facilities | Engine running | Entire |
| | Inward engine | 1425 feet eastward from connection with engine running track. |
| | Pit | Entire |
| | Engine storage | 1000 feet, west end. |
| | Cabin | 300 feet, west end. |
| West end of Ore yard | No. 14 | 840 feet from west end. |
| | No. 15 | 595 feet from west end. |
| | No. 16 | 1075 feet from west end. |
| | No. 18 | 740 feet from west end. |
| | No. 19 | 580 feet from west end. |
| | No. 20 | 615 feet from west end. |
| | Ladder | Between west ends No. 14 and No. 20 |
| Earnest | East middle | Entire |
| | West end of west middle | To AC Motor stop sign |
| | West end Nos. 1 and 2 | To AC Motor stop sign |
| | East end Nos. 1, 2 & 3 | To AC Motor stop sign |
| Lamokin | MU coach yard | Entire |
| | No. 0 | Entire |
| Highland Ave. | No. 5 | Highland Ave., to Hook |
| | Electric Engine storage and ladder connection to No. 5 | Entire |
| | No. 1 yard | North end to AC motor top sign |
| Trainer | Ladder from No. 5 to No. 8, inc. | Entire |
| | Nos. 6, 7 and 8 yard tracks | South end to AC motor stop sign |

Chesapeake Division

Main Line:—Division Post, north of Bell, to Division Post (W.T.), Washington including Edgewood and Magnolia Sidings and Gauntlet Track B & P Tunnel, Baltimore, except crossover North of Mile Post 134, Bladensburg Road. Landover to South End, including all main track crossovers, except crossover north of Mile Post 131.

| Branches | Yard Tracks |
|---|---|
| <p>Shellpot Columbia and Port Deposit—Perryville to Division Post (Hbg. Division) and interlocked crossovers and including Pilot and Harbor Sidings. North & South legs of Wye, No. 1 and No. 5 tracks Perryville. Northern Central Branch—Main track from B&P Jct. to a point 1154 feet west of Cedar Ave. bridge.</p> | <p>Edge Moor—Nos. 10 & 11 Advance tracks South end of Southward advance tracks from connection with ladder track and secondary track as follows: No. 1 & No. 2 tracks 300 ft. northward. Nos. 2 & 3 northward receiving No. 11 northward receiving yard North end of northward advance tracks from connection with Shellpot secondary track as follows: No. 2 & No. 3 tracks 270 ft. southward. No. 4 & No. 5 tracks 570 ft. southward. Wilmington track from junction with secondary track to transfer table in Wilmington Shop. No. 16 and No. 17 tracks and lead to Wilmington track at north end of Wilmington Shop. Landlith—South and north legs of Wye and inward and outward enginehouse tracks to secondary track, and cabin car track. Wilmington Shops—Enginehouse Storage tracks Nos. 1, 2, 3, 4 & 5 pit tracks Track A connecting No. 1 to No. 5 pit tracks with locomotive shop lead. Locomotive erecting Shop tracks Nos. 1, 2, 3, 4, 5, 6 & boiler House spur leading off No. 2 & connection to No. 0 track. West Yard—Ladder track and MU Coach Yard southward from West Yard Interlocking. Davis—Naught track, Chrysler Yard extending 1403 feet southward. No. 1 Extension track No. 7 Crossover Perryville Yard—Westward track from Junction with Minnick-Principio track Perryville Yard (Minnick) No. 1 track from junction with Columbia and Port Deposit Branch to a point 1800 feet east thereof, including crossover to westward track. Bay—Highland Yard—South track from connection with Orangeville Engine Yard Lead track at Bay Interlocking, to connection with Trappe Rd. track, 450 feet south of Bay Interlocking. Trappe Road track from connection with South track, to a point 650 feet south. Bay View Yard— North end of north & south lead tracks to connection with Yard Departure track—775 feet. No. 4 Receiving track—North Point No. 2 track—South Yard Inbound track connecting No. 1 at River Inbound receiving Nos. 14, 16, 18 & 20 tracks at River. Southward Running track from connections with south end of Nos. 14, 16, 18 & 20 tracks Inbound Receiving Yard to connection with north end of No. 2 Yard track at Bay Interlocking.</p> |
| Secondary Tracks | |
| <p>Bell—Bridge—Nos. 1 and 2 Bell—Landlith—B Track Edge Moor—Landlith—No. 0 Track Bay—River—No. 1 Track Anacostia—Deanwood—No. 1 Track, including North end of No. 1 track Landover from connection with non-interlocked switch and No. 2 main track to a point 523 feet south thereof. Deanwood—Anacostia—No. 4 Track Virginia—14th Street—Nos. 1 and 4 tracks.</p> | Running Tracks |
| <p>B & P Jct.—Woodberry—Mt. Vernon Running Track from B&P Jct. west to connection with Main Track, 1835 feet west of Mile Post 2, including non-interlocked crossover at Cedar Ave. Bridge No. 3 running track from B&P Jct. west to connection with Main Track. No. 4 running track from B&P Jct. to and including facing crossover to No. 3 running track, 1000 feet west of B&O R.R. bridge.</p> | Other Tracks |
| <p>Wilmington Passenger Station— Middle Station track Hill track Meat House track Elkton—Red Mill south of Elkton 500 feet of stub end with switch connection in No. 2 track. Havre de Grace—Old Line—from connection with No. 1 at Oak & extending 380 feet north of low home signal for southward movements on Old Line. Stanton—Stanton Station track—500 feet and Delaware Park track. These tracks will be energized only by authority of General Order, or by Train Order. Baltimore Passenger Station—All tracks except Post Office.</p> | |

YARD TRACKS

Bay View Yard (continued)

North end of No. 31 Outbound Classification Yard, 745 feet south from connection with No. 35 Advance track.
 North end of No. 33 Outbound Classification Yard, 675 feet south from connection with No. 35 Advance track.
 No. 35 & No. 37 Advance tracks 500 feet south of Junction of North end of No. 35 & No. 37 Advance tracks.
 Incline track from South Running track to No. 1 secondary track.
 Outbound (Yard Departure) track from junction of north end of No. 35 & 37 Advance tracks to connection with No. 1 track River Interlocking.
 Crossover between Inbound and Outbound track 370 feet south of River Interlocking.

Bay—Orangeville—No. 2 Yard track from connection with Orangeville lead track to connection with south end of south running track Bay View yard including interlocked crossovers to No. 1 track Bay Interlocking.
 Orangeville lead track from connection with No. 2 yard track.

Orangeville—Ash Pit track

No. 1 Ash track
 Nos. 1, 2, 3 and 4 Engine Storage Tracks.

B. & P. Junction—

All interlocked crossovers Mt. Royal Coach Yard.

Gwynn—No. 0 track from connection of interlocked switch with No. 1 track at Gwynn to connection with No. 1 track at non-interlocked switch located 900 feet south of Edmondson Sta.

No. 1 & No. 2 northbound spur tracks from connection with No. 0 track to points 405 & 629 feet south.

No. 5 track from connection of interlocked crossover on No. 4 track at Gwynn to connection with No. 4 track at non-interlocked crossover located 650 feet south of MP 98.

Nos. 6, 7 & 8 tracks from connection with No. 5 track to points 385, 275 & 275 feet north.

Gwynn—Winans—Industrial track—350 feet south Loudon Park pick-up track 550 feet south.

Benning—

2B yard track and non-interlocked trailing switch from connection with No. 4 track at South end of yard to point 450 feet north.

Non-interlocked trailing crossover between No. 1 secondary to No. 2 track 84 feet north of Yard Master's office.

No. 3 track from connection with No. 1 track to a point 600 feet south.

No. 4 track from connection with No. 3 track to a point 330 feet south.

No. 5 track from connection with No. 4 track to a point 240 feet south.

No. 6 track from connection with No. 5 track to a point 390 feet south.

No. 7 track from connection with No. 6 track to a point 320 feet south.

No. 8 track from connection with No. 7 track to a point 300 feet south.

Pennsylvania Ave.—Lead track and non-interlocked trailing switch from connection with No. 3 track at south end of yard to a point 350 feet north.

Potomac Yard—

Southward freight running track.

Crossovers, 800 feet north of the north end of the southward receiving yard.

Southward freight running tracks Nos. 1 & 2.

Southward Receiving Yard tracks Nos. 3 to 9 inclusive.

Electric Locomotive Incline track.

Thoroughfare track from connection with south end of No. 1 Electric Locomotive Storage Yard track, southward 512 feet.

Leads from south end of freight running tracks Nos. 1 & 2 and southward receiving yard tracks Nos. 3 to 9 inclusive, including crossovers at the Hump, to connection with Electric Locomotive Incline track.

Inbound Engine Running track from north end of No. 9 southward Receiving Yard track to connection with Outbound Engine Running Track.

Nos. 1, 2 & 3 Electric Locomotive Storage Yard tracks.

Outbound Engine Running track from junction of north end of Electric Locomotive Storage yard tracks to connection with No. 3 Advance track at Four Mile Run.

Nos. 3, 4 & 5 Advance Yard Tracks including crossovers between electrified tracks from Four Mile Run yard office to the north end of northward classification yard tracks 31 to 39, inclusive.

Northward Classification Yard tracks including crossover between No. 23 and No. 24 tracks, from connection with north switch as follows:

| | |
|-----------------------------------|-----------------------------------|
| No. 20 track, 595 feet southward. | No. 26 track, 380 feet southward. |
| No. 21 track, 340 feet southward. | No. 27 track, 310 feet southward. |
| No. 22 track, 425 feet southward. | No. 28 track, 215 feet southward. |
| No. 23 track, 520 feet southward. | No. 29 track, 120 feet southward. |
| No. 24 track, 560 feet southward. | No. 30 track, 750 feet southward. |
| No. 25 track, 450 feet southward. | |

No. 4 Northward Freight Running track from connection with north end of northward Advance Yard tracks to South End Interlocking.

Nos. 5 & 6 Northward Freight Running tracks from north end of northward advance yard tracks to connection with No. 4 Northward Freight Running track at Roach's Run.

Northward Classification Yard tracks including crossovers between electrified tracks from connection with north switch, as follows:

| | |
|-----------------------------------|-----------------------------------|
| No. 31 track, 259 feet southward. | No. 36 track, 359 feet southward. |
| No. 32 track, 259 feet southward. | No. 37 track, 359 feet southward. |
| No. 33 track, 409 feet southward. | No. 38 track, 459 feet southward. |
| No. 34 track, 560 feet southward. | No. 39 track, 410 feet southward. |
| No. 35 track, 560 feet southward. | |

Relay Yard—No. 4 track 57 feet south from connection with Relay Yard lead.

No. 5 track 780 feet south from connection with Relay Yard lead.

No. 6 track 570 feet south from connection with Relay Yard lead.

No. 7 track 700 feet south from connection with Relay Yard lead.

Relay Yard Lead from north end of the Relay Yard to connection with the Northward Thoroughfare track at the south end of the Northward Classification Yard.

Northward Thoroughfare track from the connection with the Relay Yard Lead to Four Mile Run yard office.

Connecting track between the southward thoroughfare track and the northward thoroughfare track, south of the Cabin Car Yard, south of Four Mile Run.

Harrisburg Division

| Main Line | Between | And |
|-----------------|------------------------------------|--|
| All Main tracks | Division Post (Phila. Division) | Harrisburg, including hand-operated crossovers at Leaman Place, Landis, Florin, Elizabethtown and Conewago |

| Branches | Between | And |
|---|---------------------------------------|--|
| Atglen and Susquehanna | Park | Wago Junction, including hand-operated crossovers at Q, I.G-14, Smith and LG-21 Sidings at Smith, Manor, Columbia, and Lake. |
| Cumberland Valley Columbia | State Cork Shocks | Lemo Cola State, including Shocks and Middletown Sidings. |
| Columbia and Port Deposit York Haven Line | Cres Wago Junction Cly Stell | Port Cly, No. 1 and No. 2 tracks. Stell, Nos. 1, 2, 3 and 4 tracks. Day, Nos. 1, 2 and 3 tracks. |

| Running tracks | Between | And |
|-------------------|---------------------------------|--|
| No. 11 and No. 12 | Harris | Maclay Street. Also all connections and crossovers to No. 11 and No. 12 tracks on east end |
| No. 44 | Electric engine storage yard | East end yard office. |

YARD AND OTHER TRACKS BETWEEN PARK, HARRISBURG AND ENOLA, INCLUDING HARRISBURG AND ENOLA YARDS

| Location | Track | Portion equipped for AC Electrical Operation |
|-------------------------------|--|---|
| Lancaster | No. 0 Mail and Express Nos. 1 and 2 Old eastward | Entire Entire Dillerville yard. From connection with No. 1 track. Columbia Branch to AC Motor stop sign. West end to AC Motor stop sign. |
| Long Park yard | Nos. 1 and 2 | |
| State | 12-E, 13-E, 14-X, 6X, 7X, 8X, 9X, 10X, 5X, 5Y, 9Y, 7C, 8C | Entire State to AC Motor stop sign. Entire |
| State Street yard | No. 0 | |
| Harrisburg Station | Nos. 36 and 37 Nos. 1, 2, 4, 5, 6, 7, 8, 9 and 10. | Entire |
| Harris | 1E, 2E, 1X, 2X, 3X, 4X, 3D, 4D, 3C, 4C, 5C, 6C, 32, 33, 34 and No. 2 main | |
| Harrisburg yard | Nos. 4P and 5P | To AC Motor Stop sign. Harris to Reily, including cross overs east of Reily leading into these tracks. To AC Motor Stop sign. Macy Street to AC Motor stop sign. Entire |
| No. 1 class yard | Nos. 8 to 13 inc. | |
| No. 3 relay yard | Nos. 5, 6, 7 and Eastward | To AC Motor stop sign. |
| No. 4 receiving yard | Nos. 13 to 18 inc. | |
| Harrisburg enginehouse | 4E inward engine track | Entire |
| Enola yard | | To AC Motor stop sign. |
| Westbound relay yd. | Ramp | Entire |
| Westbound receiving yard | Ramp and G | To westbound hump. |
| Relay yard | Nos. 2 to 18 inc. | Day to west end of tracks. |
| Eastbound classification yard | Nos. 6 to 10 inc. Paint Shop and Ladder track | To AC Motor Stop sign. |
| Enola Enginehouse | Nos. 11 to 18 and 20 to 40 inc. High Line | Entire |
| | Electric engine | To AC Motor stop sign. |
| | E2, E3, E4, E5 electric engine storage yard | West end of westbound receiving yard to AC Motor stop sign west of coal wharf. |
| | Electric engine (44) | West of coal wharf to inspection pit. |
| F, G, H and K Columbia | Day New No. 6 Manor set off track Ladder at east end of yard Ladder at west end of yard East and west end of No. 3 yard | Entire Between electric engine storage yard and east end yard office. AC Motor Stop sign. Entire To AC Motor stop sign To AC Motor stop sign To AC Motor stop sign To AC Motor stop sign |
| Lemoine | Nos. 1 & 2 and east leg of Wye Interlocked crossover between No. 2 and No. 1 tracks, 650 feet west of Lemo. | To AC Motor stop sign To AC Motor stop sign. Entire. |

High Wire and Low Wire—52nd Street District

1167-A7. (Phila. Div.). HIGH WIRE and LOW WIRE signs in area between Woodbine Avenue and 44th Street do not apply to main tracks.

1167-A8. (Phila. & Ches. Divs.). C. T. 290 Electrical Operating Instructions.

Multiple Unit Cars

High Wire Territory

Locations to be considered high wire territory, insofar as operation of multiple unit cars is concerned:

Engine Storage Track in Highland Avenue.

Edge Moor Yard.

Wilmington Shop Yard.

Shellpot Branch.

C.&P.D. Branch.

No. 1 Secondary Track between Bay Interlocking and North Point Interlocking.

Bay View Southward Receiving Yard (South Yard).

Bay View Inbound Receiving Yard.
 Bay View Outbound Classification Yard.
 Northern Central Branch from a point 700 feet west of B. & O.
 Bridge to Mount Vernon.
 Freight Line from Landover to M Street.
 South End to and including Potomac Yard.

Phase Breaks

1167-A9. (All Divisions)

New York Division

| Location | Tracks | Catenary Br. or Signal Br. | Distance of Break |
|------------|-----------------------|----------------------------------|--|
| Main Line: | No. 1 and No. 2 | W3.44 | 200 feet east of and 200 feet west of catenary pole W3.44 |

Philadelphia Division

| | | | |
|---|----------------|--------------------------------------|--------------------------------------|
| Main Line: Thorndale Sub-station | 1 & 2 3 & 4 | Cat. Br. 33.78 Cat. Br. 33.71 | 360 Ft. Eastward 360 Ft. Westward |
| P. and T. Branch: Thorndale Sub-Station | No. 1 No. 2 | Cat. Br. P-33.21 Cat. Br. P-33.16 | 285 Ft. Eastward 285 Ft. Westward |

Chesapeake Division

| | | | |
|--------------------------|----------------|----------------|-------------------------------------|
| Main Line: Perryville | 1 & 2 3 & 4 | Cat. Br. 58.68 | 200 feet Northward and Southward |
|--------------------------|----------------|----------------|-------------------------------------|

Position Light Phase Break Indicators

1167-A10. (All Divisions).

New York Division

| Location | Tracks | Location of Indicator | Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic |
|------------------------------|--|--|---|
| Main Line: East of Portal | No. 1 (East- ward) No. 2 (East- ward) | Signal Bridge W38 | 1500 feet |
| East of Portal | No. 1 (West- ward) | On ground mast 200 feet west of Signal W31 | 2000 feet |
| | No. 2 (West- ward) | On catenary pole 230 feet west of Signal W31 | |

Philadelphia Division

| | | | |
|---|----------------|------------------------------------|--|
| Main Line: Thorndale Sub-station | 1 & 2 3 & 4 | Cat. Br. 34.14 Cat. Br. 33.39 | 4190 Ft. East of Thorn 8167 Ft. East of Thorn |
| P. and T. Branch: Thorndale Sub-station | No. 1 No. 2 | Cat. Br. 34.14 Cat. Br. P-32.84 | 4190 Ft. East of Thorn 8235 Ft. East of Thorn |

Chesapeake Division

| | | | |
|--------------------------|-----------------|---------------------------|---|
| Main Line: Perryville | No. 1, 2 & 3 | Sig. Br. 590 | 1500 feet Southward from Signal Br. 590 |
| Perryville | No. 2, 3 & 4 | Coudon's Rd. Br. 58.34 | 1600 feet Northward from Overhead Bridge 58.34 |

West Chester Branch PB Signs

1167-A11. (Phila. Div.). A wood stick section break ten feet long in the catenary system located 1300 feet north of Lenni Station. Power must not be used while any pantograph is under this section break.

Power Removal. (All Divisions)

1167-A12. When necessary to have the power removed for the purpose of going to the roof of multiple unit equipment or electric engines, the engineman must personally arrange to have the power removed and to have the power restored; unless a Class "A" employe is in charge.

Removals or Application of Control Jumpers—(All Divisions)

1167-A13. When necessary to remove or apply control jumpers between electric engines, all pantographs must be lowered. If not practicable, open generator switch, battery switch, and air compressor switch during time of insertion or removal of jumpers.

When two or more electric engines (except MU engines) are in use in multiple and electrical trouble develops in which it is necessary to haul one of the engines dead, the control jumpers must be removed from the defective engine to avoid damage which may result because of wiring defects.

Operation of (1) Multiple Unit Car

1167-A14. (All Divisions) Operation of one (1) multiple unit car is prohibited except when shifting or for movement between Suburban station and Mail Platform, 30th St. Station Phila., Powelton Avenue multiple unit yard and Pennsylvania coach yard and between Wilmington shop and West Yard when cars are en route to and from the shop. Before moving one (1) multiple unit car, the air brake and both hand brakes must be tested and known to be operative, except when one (1) multiple unit car is to be cut off from other cars for one (1) car operation, brake test must be made before uncoupling car. The engineman operating the car and the trainman accompanying him, must be stationed one at each end of the car and both must be prepared to control it with the hand brake in the event of failure of the air brake. These movements must not exceed a speed of 10 miles per hour.

This instruction does not apply to MU cars which are equipped with a special emergency brake system to permit single car operation at maximum speeds for MU trains.

In the operation of MU cars equipped with Special Emergency Brake System, an EMERGENCY BRAKE SWITCH OR VALVE is located in each engineman's operating compartment. Each device is stenciled "EMERGENCY BRAKE."

To operate this special emergency brake system, the emergency brake switch must be moved to the "ON" position, or on cars equipped with conductor's valve, the valve must be moved to the open position.

This system is to be used only in the event of failure of the regular air brake system. The switch or valve must normally remain in the "OFF" or "CLOSED" position.

When in single car operation the special emergency brake system on these cars must be tested from the operating end before each trip as follows:

With the brakes released, control plug inserted, and controller in "OFF" position, the emergency brake switch or valve must be moved to the "ON" or "OPEN" position, noting that the brakes apply immediately on both trucks. When the switch is placed in the "OFF" position or the conductor's valve is placed in the "CLOSED" position, the brakes must release on both trucks. This test should immediately follow the normal initial terminal brake test, as prescribed in instruction 11-b of the 99-D-1, Brake and Train Air Signal Instructions.

In making shifting movements with single D. C. multiple unit cars a running brake test must be made immediately after movement is started.

Sleet Instructions.

1167-A15. (All Divisions)

New York Division

During sleet storms pantographs of electric engines in passenger service and multiple unit cars will be examined on trains making schedule stop at Trenton.

Enginemen of eastward passenger trains making schedule stop will stop with front end of leading engine opposite east end of eastward station platform.

Enginemen of westward passenger trains making schedule stop will stop with front end of leading engine opposite west end of westward station platform.

Boiler must be operated in manual control using stack blower approaching Trenton to permit engineman to lower pantographs.

Engineman must lower pantographs immediately after stopping to permit qualified employe to make pantograph inspection. Engineman must not raise pantographs until after inspection is completed and has been so advised by the qualified employe that pantographs may be raised.

Examination of Pantographs—Passenger Service

During sleet storms pantographs of electric engines will be examined by maintenance forces on trains making schedule stops at:

Philadelphia Division

NORTH PHILADELPHIA

Enginemen will stop with engine opposite the inspection platforms located on top of the shelter sheds at the extreme end.

PAOLI

Enginemen of westward passenger trains will stop with front end of engine at station stop marker Eng. Stop. With double-headed engines at marker D-1. Eastward trains stop with leading engine at station stop marker No. 14.

30TH ST. STATION, PHILA. (RIVER LINE)

Enginemen will stop front of leading engine at end of platform for northward trains, and not beyond station stop marker No. 15 for southward trains.

When requested by inspectors at the above points, enginemen will lower pantographs immediately to permit qualified employes to make the inspection. Enginemen must not raise pantographs until after the inspection has been made and so advised.

When request to lower pantographs has been made, place boiler in manual operation immediately.

Harrisburg Division

LANCASTER

Enginemen will stop with engine at extreme departing end of platform.

Examination of Pantographs—Freight Service

Philadelphia Division

52nd Street—Westward when routed via yard.

Paoli—Eastward at Home signal if retainers are to be set; otherwise at 52nd Street if routed via yard.

Thorndale—

Eastward at East End No. 5 Running Track.

West Phila. Elevated Branch—

Northward—Home Signal, Zoo, 34th Street.

Southward—Arsenal Interlocking station.

Trenton Branch—at Nest*

*Note—Eastward trains with tonnage which would cause difficulty starting or moving over grade Nest to Plymouth Meeting, will detach engine at Rambo and move lite to Nest for pantograph inspection.

Harrisburg Division

Atglen and Susquehanna and Columbia Branches—

Westward—Westward home signal bridge east of Cola.

Eastward—Eastward home signal bridge west of Cola.

Chesapeake Division

During sleet storms, when double pantograph order is in effect, pantograph shoes of all electric engines operating in passenger service will be examined at Wilmington and at Baltimore Passenger Stations.

At Wilmington—Enginemen of all northward passenger trains will stop with front end of leading engine opposite north end of northward passenger platform; enginemen of all southward passenger trains will stop with front end of leading engine opposite the south end of middle platform shelter.

At Baltimore—Enginemen of all northward passenger trains will stop with front end of leading engine just south of Calvert Street overhead bridge; enginemen of all southward passenger trains will stop with front end of leading engine just north of Maryland Avenue overhead bridge.

Approaching Wilmington and Baltimore Passenger Stations, operate boiler in manual control, using stack blower, to permit enginemen to lower pantographs.

When requested by inspectors at the above points engineman will lower pantographs immediately to permit qualified employees to make pantograph shoe inspection. Engineman must not raise pantographs until after the inspection has been made and so advised.

Position of Pantographs—Sleet Storms

1167-A16. (All Divisions). During sleet-forming weather, when multiple unit cars are laying in yards or terminals pantographs should be kept against the wires and heaters turned on in the car, so that the roof will be warm, with the blower motors shut down until the car is moved.

On short turn-around trains at outlying terminals, where no multiple unit car inspectors are on duty, the pantographs are not to be lowered during sleet storms when ice is forming on the pantograph for the purpose of making a pantograph test unless a drop order is in effect.

When practicable, multiple unit trains arriving at a terminal in making turn-around movements, the train shall be prepared as promptly as possible and pantographs lowered, unless special instructions prevent, or it is necessary to heat the train. The pantographs should not, under ordinary conditions, be raised more than 10 minutes before the train leaves.

Lowering and Raising Pantographs

1167-A17. (All Divisions)

New York Division

Pantographs must not be dropped—between west portal of North River Tunnels and east portal of East River Tunnels—Sub-1 and Sub-2 tracks under L. I. R. R. tracks east of F Interlocking Station—under low overhead structures, except in New York as follows:

On Tracks Nos. 2, 3, and 4 after requesting Power Director to open Sectionalizing Switch No. 6353.

Yard A.

West end Yard E.

Pantographs must not be dropped until controller is in OFF position and control switches to blower motors, air compressors and heaters have been opened or it is known that trolley wire is de-energized.

There is no restriction on raising lowered pantographs in this territory.

Pantographs must be in down position at layover points except as outlined above or when required to be raised to make tests, heat cars, or to prepare them for movement.

Philadelphia Division

At Suburban station—Car inspectors will confer with Broad interlocking station before lowering and before raising pantographs.

Sectionalizing switches operated from Broad interlocking station serve to individually de-energize catenary over each track in Suburban station. The proper sectionalizing switch must be opened before raising or before lowering pantographs in Suburban station. Trains must not be allowed to enter tracks when catenary is de-energized.

Grounding switch may be closed on cars standing on tracks in Suburban station, in accordance with the following:

First—The train director at Broad interlocking station must open the trolley switch on the proper track.

Second—The pantograph must be lowered on car in question if it has not already been lowered automatically or otherwise.

Third—The grounding switch must be closed and safety key inserted, the employe performing this operation must stand on the end ladder of car.

On account of close catenary clearance on tracks, employes must not go on roof of multiple unit cars to work unless catenary is de-energized and a proper ground applied.

Harrisburg Division

At Harrisburg Station—Pantographs must not be dropped while on Station tracks No. 1 to No. 10, inclusive, nor at Lancaster Station while under passenger bridge, or under other close overhead structures, except in case of emergency, and then only after controller is in OFF position and control switches to blower motors, air compressors and heaters have been opened, or until it is known that trolley wire is de-energized.

Chesapeake Division

At Baltimore, pantographs must not be dropped on Station platform tracks No. 1 to No. 7, inclusive; tracks No. 1, No. 2 and No. 3 Union Tunnels; tracks No. 2 and No. 3 B.&P. Tunnel, and between Howard Street and Guilford Avenue, except in case of emergency, and then only after controller is in "OFF" position, and control switches to blower motors, air compressors and heaters have been opened, or until it is known that trolley wire is de-energized.

On Multiple Unit cars laying over, pantographs must be kept down except when required to be against wire to make necessary tests, heat cars, or to prepare them for movement.

Display of Heat Numerals—(All Divisions)

1167-A18. Heat numeral signs 0-1-2-3 will be displayed at:
 Sunnyside Yard.....Crew Dispatcher's Office
 New York.....Crew Dispatcher's Office
 South Amboy.....Yard Master's Office
 County.....Yard Master's Office
 Trenton.....Baggage Room
 Trenton (West Barracks).....Yard Master's Office
 Station Master's Office, Suburban station;
 Powelton Avenue Multiple Unit yard;
 Chestnut Hill Passenger station;
 Ticket office, Media;
 Wilmington—Station Master's Office.
 Baltimore—Station Master's Office.
 Washington—Station Master's Office.

Trainmen must observe heat board to ascertain what heat numeral is in effect, after which they must check heat switches and know cars are heated to proper temperature.

The temperature of the first car in a multiple unit train averages several degrees warmer than the other cars due to the front door being kept closed; it is the duty of the train crews to reduce the amount of heat in this car whenever practical.

Detour of Trains Hauled by Electric Engines—(All Divisions)

1167-A19. Trains hauled by electric engines, detoured via foreign lines or to tracks other than normal route, with diesel engines coupled ahead, will keep their pantographs against the wire until just prior to leaving the electrified territory in order to assist the diesel engine. Trains received from other regions or railroads in detour service, will immediately, upon reaching electrified territory, place their pantographs against the wire and assist in hauling of the trains, unless orders to the contrary are received.

1167-A22. (New York Div.). Torresdale—Before making movements with AC electrical equipment on Industrial Track, Trainmen must operate Sectionalizing Switch No. 10, located on catenary pole 74.09 to CLOSED position. Sectionalizing Switch must be restored to OPEN position after completing movement.

1167-A23. (New York Div.). New Haven R. R. Enginemen of electric engines are responsible for knowing that changeover switch is in AC position, DC pantograph locked down and third rail contact shoes in raised position clear of third rail and protection board. Employees are prohibited from moving AC changeover switch from AC position.

1167-A24. (New York Div.). AC MU trains moving through the East River tunnels must have pantograph unlock (up button) button in and locked with pin provided for that purpose, before moving through East River Tunnels, to prevent pantographs from latching in the down position while moving under low wire. Pin must be removed after clearing tunnel.

Blowers—Multiple Unit Equipment

1167-A25. (Phila. Div.). On multiple unit trains departing from Suburban Station, car inspectors will close all blower motor switches four (4) minutes before scheduled departing time. As soon as practical after train has departed from Suburban station the train crew will make a check on all cars to determine if the blower is running, as a car operating without ventilating air will overheat the transformer and main motors and cause this equipment to fail. Car inspectors will open blower motor switches on all cars upon arrival of trains at Suburban station.

When cab signal test cannot be made with the blower stopped, the blower motor switch must be closed.

Multiple unit equipment moving deadhead to and from Powelton Avenue multiple unit yard and Suburban station must have all blower motor switches closed. Shifting crews must close blower motor switches on all multiple unit cars prior to making shifting movements in Suburban station or Powelton Avenue multiple unit yard.

Operation of Steam Heat Boilers Under Catenary

1167-A26. (Phila. & Hbg. Divs.). At 30th St. Station, Phila., Upper Level, boiler may be operated in low flame position.

At 30th Street Station, Philadelphia, Lower Level, when outside temperature is above 40 degrees, the boiler must be shut down. Approaching trains will do this passing Zoo and Arsenal. Boiler will not be started until engine is clear of overhead structure.

When outside temperature is below 40 degrees, the boiler must be operated in low flame.

At Suburban Station and U. S. Post Office facilities at 30th Street, steam heat boiler must be shut down.

At Harrisburg Passenger Station tracks No. 1 to 9, inclusive, fire in boiler must be regulated to avoid safety valves lifting.

Boilers must not be operated in high flame position between State Street and Mulberry Street overhead bridges.

Fire in boiler of arriving engines must not be extinguished until arrival on disposal track at enginehouse.

1167-A27. (Phila. Division). Steam heat generators may be operated under low wire as follows:

Trains terminating at 30th St. Station, Lower Level, equipped with steam generators must have the steam train-line valve closed before passing Zoo or Arsenal.

At Suburban Station and U. S. Post Office tracks, 30th Street, steam heat generators must be shut down.

1167-A30. (New York Div.). An electric engine which has been made dead enroute, in an eastward train destined New York, must be inspected and approved, per Instruction 14, page 14 of CT-290 by a class "A" employe, prior to being moved east of Hudson or through North River Tunnels.

If the dead engine cannot be approved by class "A" employe for movement through North River Tunnels or if such an employe cannot be secured in time to prevent delay to the train, dead engine must be set off at Hudson. When the electric engine is made dead enroute between Hudson and New York, it must not be moved through North River Tunnels until after engineman has complied with Instruction 14, page 14 of CT-290.

DC Electrical Operation—(New York Division)

1167-B1. Following tracks equipped for DC electrical operation:

MAIN TRACKS—Between:

Harold and west portals of North River tunnels.
~~Waldo and Hudson (Jersey City Branch).~~
~~Westward PATH Track~~
~~Hudson to Newark MU yard.~~
~~Eastward PATH Track~~
~~Newark MU yard to Hudson.~~

YARD TRACKS:

SUNNYSIDE YARD:

Sub. Tracks 1 and 3.
 Long Island Connecting Track.
 Lead Tracks 3 and 5 at Q.
 Track 69.
 No. 1 Engine House Track.
 Hump Track.
 Lead Track No. 6 at R to connection to Hump Track.

NEWARK:

~~MU Yard Tracks, including Tail Track.~~

OTHER TRACKS:

No. 1 loop track between a point 3950 feet east of F and R.
 Eastward Engine Track between Q and Sunnyside Engine House.
 Pennsylvania Station, New York.

HUDSON:

Crossover Route Track 4 to Track 1.

1167-B2. (New York Div.). When there is possibility of contact between DC electric engines or DC multiple unit cars and electric return circuit, as represented by running rail, being broken, third rail contact shoes must be removed from contact with third rail.

1167-B3. (New York Div.). When two or more P.A.T.H.R.R. Trains using DC electric power stop on the same track a short distance apart, train that is close to train ahead, must not start until preceding train has been under headway one minute.

1167-B4. (New York Div.). Portable Third Rail Jumpers are located at east end, westward platform Harrison and at all interlocking stations in DC electrified territory. They must be replaced after using.

1167-B5. (New York Div.). Type H2C Auxiliary or Compromise Car Couplers for coupling P.A.T.H.R.R. 1200 series cars and P.R.R. Equipment are located at the following points:

Waldo Tower—Under steps.
 West Side Ave.—Crossing watchman's building.
 Karny Tower—In front of Tower on ground.
 Hudson—Car Inspectors building.

TRAIN DISPATCHERS (All Divisions)**1201-A1a. (New York Div.). Location of Train Dispatchers****New York:**

Train Dispatchers in charge as follows:

Main Line: A to Holmes (Note—Harold to A in charge of Train Director at A)

| | |
|---|----------------------|
| Branches: Jersey City | Jamesburg |
| P. and H. | Princeton |
| Greenville | Belvidere-Delaware |
| P.A. and W. | Trenton—Morris to MA |

Secondary

| | |
|----------------------|-----------------------|
| Tracks: Amboy | Belvidere-Delaware |
| Freehold | Hightstown |
| | Bordentown—Fair to BO |

1201-A1b. (Phila. Div.). Location of Train Dispatchers**Philadelphia:**

Train Dispatchers in charge as follows:

Main Line: Between Holmes and Park
Between Arsenal and Bell

Branches: D.R.R.R. & B. Co. (Shore to Divide), Chestnut Hill, Suburban Line, River Line, Grays Ferry, West Chester, West Phila. Elevated, Delaware Extension, Schuylkill, Trenton—MA to Glen, Philadelphia and Thorndale, Bordentown and Pemberton.

Secondary Tracks: Schuylkill, Octoraro and Bordentown (Minson to BO).

Connecting Tracks: Jordan to Pennsauken.

Jersey to Minson
Jersey to Hatch
Hatch to Divide

Camden:

Train Dispatcher in charge as follows:

Main Line: Divide and Division Post (P.R.S.L.).

NOTE—Train orders will be issued over the signature of General Manager, P.R.S.L.

1201-A1c. (Chesapeake Div.). Location of Train Dispatchers**Baltimore:**

Train Dispatchers in charge as follows:

Main Line { Bell to New York Avenue.
Landover to South End.

Branches: Porter, Delmarva, Columbia and Port Deposit, Shellpot, Northern Central between Calvert and York.

Secondary Tracks: Popes Creek, Centreville, Chestertown, Oxford, D.M. & V., Cambridge, Crisfield, Pocomoke.

1201-A1d. (Harrisburg Div.). Location of Train Dispatchers**Harrisburg:**

Train Dispatchers in charge as follows:

Main Line: Between Park and Banks.

Branches: Atglen and Susquehanna, Columbia, York Haven Line, Northern Central between York and Cly, Cumberland Valley, Columbia and Port Deposit (Cres to Port).

Secondary Tracks: Winchester, Frederick, York.

1201-A2. (New York Div.). Form DR Train Orders authorizing movements against the current of traffic between Waldo and Karny, must include the name of the branch on which applicable.

Referring to Rule 204:

1204-A4. (All Divisions). A copy of the train order need not be supplied to helping engines except when assisting engine is coupled ahead.

SIGNAL RULES

1250-A1. (All Divisions) Movement of Trains by Block Signal System Rules

X—Indicates Rules in Effect.

COLUMN 1—Movement of Trains in the same direction by Block Signals

Rules 251, 253 and 254.

COLUMN 2—Opposing and following movement of trains by Block Signals

Rules 261, 262, 263 and 264.

COLUMN 3—Movement of trains on Secondary Tracks

Rules 271, 272 and 273.

COLUMN 4—Manual Block Signal System

Rules 305 to 373 inclusive, except Rule 316.

COLUMN 5—Manual Block Signal System

Rules 305 to 373 inclusive, except Rule 317.

COLUMN 6—Manual Block Signal System for movements against the current of traffic.

Rules 305 to 373 inclusive, except Rule 317.

COLUMN 7—Manual Block Signal System for movements against the current of traffic.

Rules 305 to 373 inclusive, except Rule 316.

COLUMN 8—Automatic Block Signal System

Rules 501 to 512, with the current of traffic and on single track.

COLUMN 9—Automatic Block Signal System

Rules 501 to 512, against the current of traffic

COLUMN 10—Cab Signals

Rules 551 to 570, with the current of traffic and on single track.

COLUMN 11—Cab Signals

Rules 551 to 570, against the current of traffic.

New York Division

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | | Note |
|---------|--------------------------|---------------|---|---|---|---|---|---|---|---|---|----|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| | | MAIN LINE | | | | | | | | | | | | |
| Harold | F | 1, 2, 3 and 4 | | X | | | | | | X | X | X | | |
| F | JO or C | 1, 2, 3 and 4 | | X | | | | X | | X | | X | | A |
| A | Hudson | 1 and 2 | | X | | | | | | X | X | X | X | |
| Hudson | Dock | 1 | | X | | | | | | X | X | X | | |
| Hudson | Dock | Westward Path | X | | | | | X | | X | | | | |
| Hudson | Dock | Eastward Path | | X | | | | | | X | X | | | |
| Hudson | Elmora | 2 and 3 | | X | | | | | | X | X | X | X | |
| Dock | Hunter | 4 | | X | | | | | | X | X | X | X | |
| Dock | Hunter | 1 | X | | | | | X | | X | | X | | |
| Hunter | Elmora | 1 and 4 | X | | | | | X | | X | | X | | E |
| Hudson | Elmora | 2 and 3 | | X | | | | | | X | X | X | X | |
| Elmora | Union | A, 1, 4 and B | X | | | | | X | | X | | X | | |
| Elmora | Union | 2 and 3 | | X | | | | | | X | X | X | X | |
| Union | Morris | 4 | X | | | | | X | | X | | X | | |
| Union | Morris | 2 and 3 | | X | | | | | | X | X | X | X | |
| Union | Lincoln | 1 | X | | | | | X | | X | | X | | |
| Lincoln | Edlson | 1 | | X | | | | | | X | X | X | | |
| Edlson | Morris | 1 | X | | | | | X | | X | | X | | |
| Lincoln | Edlson | No. 0 | | X | | | | | | X | X | X | X | |
| Morris | Div. Post Phila. Div. | 1, 2, 3 and 4 | X | | | | | X | | X | | X | | |

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | | Note |
|-----------------------------|---------------------------------------|---|---|---|---|---|---|---|---|---|---|----|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| Waldo | Hudson | Jersey City Branch 1 and 2 | X | | | | | X | | X | | | | |
| Waldo | Hack | Passaic and Harsimus Branch 1 and 2 | | | | | | | X | X | | | | B |
| Hack | Karny | 1 and 2 | | | | | | | X | | | | | C |
| Karny | WA5 | 1 and 2 | | | | | | | X | X | | | | |
| WA3 | WA5 | 1 and 2 | | | | | | | X | | | | | |
| Bay | WA2 | Greenville Branch 1 and 2 | | | | | | | X | X | | | | |
| WA2 | WA6 | 1 and 2 | | | | | | | X | | | | | |
| Union | WC | Perth Amboy & Woodbridge Br. 1 and 2 | X | | | | | X | | X | | X | | |
| Midway | JG | Jamesburg Branch | | X | | X | | | | | | | | |
| Nassau | KS | Princeton Branch | | | | | X | | | | | | | |
| Morris | Division Post (Phila. Div.) | Trenton Branch 1 and 2 | | | | | | | X | X | | X | | D |
| MG | G | Belvidere Delaware Branch | | | | X | | | | | | | | |
| Fair | BO | Bordentown Secondary | | | X | X | | | | | | | | F |
| Conn. Amboy Secondary Track | End of Block | Freehold Secondary | | | X | X | | | | | | | | |
| SA | CQ | Amboy Secondary | | | X | | | | X | | | | | |
| CQ | JG | | | | X | X | | | | | | | | |
| Conn. Amboy Secondary Track | End of Block (1380 feet west of K) | Hightstown Secondary | | | X | X | | | | | | | | |
| Fair | MG | Belvidere Delaware Secondary 1 and 2 | | | X | | | | X | X | | | | |

NOTE A—In the application of Rules 335 and 361, where Rule 261 is in effect, fixed signals and not hand signals used at F to indicate condition of the block on No. 1 and No. 3 tracks for westward trains also at JO and C to indicate condition of the block on No. 2 and No. 4 tracks for eastward trains.

NOTE B—Eastward shifting movements on No. 2 track Passaic and Harsimus Branch from switch leading to Marion Yard may be made east of block signal located 1080 feet west of western limits of Waldo Interlocking on permission from Operator Waldo.

NOTE C—Eastward movements on No. 2 Track P & H Branch between connections to Westbound Classification Yard, 1500 feet west of Hack, and Hack, may be made on permission from Operator at Hack.

NOTE D—Trenton Branch—Westward movements on No. 1 track between Morris and MB and eastward movements on No. 2 track between MY and Morris may be made on verbal permission from Operator at Morris and proper signal indication.

NOTE E—LANE Block and Interlocking Station will not control movements on Track No. 1. When making movements against current of traffic on Track No. 1, Block extends Hunter to Elmora.

NOTE F—Referring to Rule 271, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at BO or Fair.

Philadelphia Division

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | | Note |
|---|---|--|---|---|---|---|---|---|---|---|---|----|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| Division Post (N.Y. Division) | North Phila. | MAIN LINE 1, 2, 3 and 4 | X | | | | | X | | X | | X | | |
| North Phila. Interlocking | | Westward and Eastward Station Tracks | X | | | | | | | X | | X | | |
| North Phila. | Zoo | 1, 2, 3 and 4 | | X | | | | | | X | X | X | X | |
| Zoo (44th St.) | Overbrook | 4 | X | | | | | X | | X | | X | | |
| Zoo (44th St.) | Overbrook | 1 | | X | | | | | | X | X | X | | |
| Zoo (44th St.) | Overbrook | 2 | | X | | | | | | X | X | X | X | |
| New York & Pgh. Subway | Zoo Inter- locking | Westward Eastward | | | | | | | | | | X | X | |
| Overbrook | Paoli | 1, 2 and 4 | X | | | | | X | | X | | X | | |
| Overbrook | Paoli | 3 | | X | | | | | | X | X | X | X | |
| Paoli | Glen | 1, 2, 3 and 4 | X | | | | | X | | X | | X | | |
| Glen | Downs | 1 and 4 | X | | | | | X | | X | | X | | |
| Glen | Downs | 2 | | X | | | | | | X | X | X | X | |
| Downs | Park | 1, 2, 3 and 4 | X | | | | | X | | X | | X | | |
| Thorn | Cain | 5 running | | | | | | | | X | | X | | |
| Arsenal | Brill | 1 and 4 | X | | | | | X | | X | | X | | |
| Brill | Division Post (Chesapeake Division) | 1, 2, 3 and 4 | X | | | | | X | | X | | X | | |
| | | Branches Secondary Tracks and Sidings | | | | | | | | | | | | |
| Arsenal | Stadium | Delaware Extension 1 and 2 | | X | | | | | | X | X | X | X | |
| Division Post (New York Division) | Dale | Trenton Branch 1 and 2 | | | | | | | | X | X | | X | |
| Dale | Glen | Single | | X | | | | | | X | | X | | |
| Dale | Thorn | Philadelphia and Thorndale Branch 1 and 2 | | | | | | | | X | X | | X | |
| Zoo (34th St.) | Broad | Suburban Line 1, 2, 3 and 4 | | X | | | | | | X | X | | | |
| 44th St. | 34th St. | 1 and 4 | | | | | | | | X | | X | | |
| 38th St. | 34th St. | 4 | | | | | | | | | | | X | |
| 44th St. | Conn. with West Phila. Elevated Br. (Zoo Int.) | 2 | | | | | | | | X | | X | X | |
| Zoo Int. Sta. 36th St. tunnel) | 34th St. OH Br. | Connecting Tracks 2 and 3 | | | | | | | | X | | X | | |
| 30th St. Sta. Upper Level (Broad) | Arsenal Int. Sta. | 1M and 4M | | | | | | | | X | | | | |
| 38th St. | Penn | 36th St. Conn. Zoo (Conn. with Suburban Line) 1 and 4 | | | | | | | | X | | X | | |
| Zoo | Arsenal | River Line 1 and 4 | | | | | | | | X | | X | | |

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | | Note |
|--|---|---|---|---|---|---|---|---|---|---|---|----|----|-------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| 30th St. Sta. (Penn Inter.) | | 3 and 4 Sta. Northward Only. 5 and 6 Sta. Southward Only | | | | | | | | | | X | | |
| Arsenal | Penn | 4 | | | | | | | | | | | X | |
| Penn Inter. | | N3 route | | | | | | | | | | X | X | |
| Shore | Jersey | D.R.R.R. & B. Co. Branch | | | | | | | | | | | | |
| | | 1 | | X | | | | | | X | X | X | | |
| | | 2 | X | | | | | X | | X | | X | | |
| Jersey Divide | Divide Division Post (P.R.S.L.) | 1 and 2 | | X | | | | | | X | X | X | | |
| | | Single | | X | | | | | | X | X | X | X | J |
| North Phila. | Chestnut Hill | Chestnut Hill Branch | | | | | | | | | | | | |
| | | 1 and 2 | X | | | | | X | | X | | | | |
| N. Phila. Inter. | | 2 | | | | | | | | | | X | | |
| Zoo (Conn. with N.Y.&P. Subway Tracks) | Southward Limits Zoo Interlocking | West Phila. Elevated Br. 2 and 3 | | | | | | | | X | | X | | |
| Zoo | Arsenal | 2 and 3 | | X | | | | | | X | X | X | X | |
| Arsenal | Brill | 2 and 3 | | | | | | X | | X | | X | | |
| Zoo | Arsenal | Grays Ferry Br. | | | | | | | | X | | | | |
| Arsenal | Media | West Chester Br. 1 and 2 | X | | | | | X | | X | | | | |
| Media | West Chester | Single | | | | X | | | | | | | | C |
| Wawa | End of Track (Colora) | Octoraro Secondary | | | X | | X | | | | | | | D |
| Valley | Man | Schuylkill Br. 1 and 2 | | X | | | | | | X | X | | | |
| Man | Orchard | Schuylkill Secondary | | | X | X | | | | | | | | D-E-G |
| Orchard | End of Track 2391 feet west of Mile Post 95 | | | | X | | X | | | | | | | |
| Divn. Post (P.R.S.L.) | Cooper | Bordertown Br. Single | | X | | | | | | | | | | |
| Cooper | Hatch (Westward) | Single | | | | | | | | X | | X | | |
| Cooper | Hatch (Eastward) | Single | | | | X | | | | | | | | |
| Hatch | Minson | Single | | X | | | | | | X | | | | |
| Minson | BO | Bordertown Secondary | | | X | X | | | | | | | | I |
| Jersey Jersey Jordan Hatch | Minson Hatch Pennsauken Divide | Connecting Tracks | | X | | | | | | X | | | | |
| | | Single | | X | | | | | | X | | X | | |
| | | Single | | | | X | | | | | | | | |
| | | Single | | X | | | | | | X | | X | | |
| Cooper | Pemberton | Pemberton Br. | | | X | | | | | | | | | |

NOTE C—End of Block sign located on west side of Main track, 3155 feet north of passenger station, marking end of Main track, in service.

Southward trains must not proceed south of end of Block sign without permission from operator Media. Block indication to southward passenger trains leaving Media will also convey authority for that train to use station track at West Chester.

Northward trains must not proceed north of end of Block sign without permission from operator at Media.

NOTE D—Authority for the movement of passenger extras must be in writing.
 NOTE E—Trains routed to Birdsboro track east end Brooke Interlocking, must report clear of interlocking.

NOTE G—Referring to **Rule 271** extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Man.

NOTE I—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Minson, MJ or BO.

NOTE J—When Winslow Block Station is closed, Jersey has control of the block between Divide and Kirk.

Chesapeake Division

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | | Note |
|------------------------------|-------------------------|----------------|---|---|---|---|---|---|---|---|---|----|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| | | MAIN LINE | | | | | | | | | | | | |
| Division Post Phila. Div. | Bell | 1, 2, 3 and 4 | X | | | | | X | | X | | X | | |
| Bell | Landlith | 2 and 3 | X | | | | | X | | X | | X | | |
| Landlith | Ragan | 2 and 3 | | X | | | | | | X | X | X | X | |
| Ragan | Davis | 2 and 4 | X | | | | | X | | X | | X | | |
| Ragan | Davis | 3 | | X | | | | | | X | X | X | X | |
| Davis | Iron Hill | 1, 2 and 4 | X | | | | | X | | X | | X | | |
| Davis | Iron Hill | 3 | | X | | | | | | X | X | X | X | |
| Iron Hill | North East | 2 and 4 | X | | | | | X | | X | | X | | |
| Iron Hill | North East | 3 | | X | | | | | | X | X | X | X | |
| North East | Principio | 2 and 3 | | X | | | | | | X | X | X | X | |
| Principio | Perryville | 1 and 4 | X | | | | | X | | X | | X | | |
| Principio | Havre de Grace | 2 and 3 | | X | | | | | | X | X | X | X | |
| Havre de Grace | Oak | 1 and 4 | X | | | | | X | | X | | X | | |
| Havre de Grace | Oak | 2 and 3 | | X | | | | | | X | X | X | X | |
| Oak | Bush | 4 | X | | | | | X | | X | | X | | |
| Oak | Gunpow | 2 and 3 | | X | | | | | | X | X | X | X | |
| Gunpow | River | 1, 2, 3 and 4 | X | | | | | X | | X | | X | | |
| River | Union Jct. | 2, 3 and 4 | X | | | | | X | | X | | X | | |
| Bay | Union Jct. | 1 | | X | | | | | | X | X | X | X | A |
| Biddle St. | Union Jct. | 3 | | | | | | | | | | | X | I |
| Union Jct. | B. & P. Jct. | A, B, and F | | | | | | | | | | X | | I |
| B. & P. Jct. | Fulton | 2, 3, Gauntlet | | X | | | | | | X | X | X | X | B |
| Fulton | Winans | 1, 2, 3 and 4 | X | | | | | X | | X | | X | | G |
| Winans | Vern | 3 | | X | | | | | | X | X | X | X | |
| Winans | Vern | 2 and 4 | X | | | | | X | | X | | X | | |
| Vern | Odenton | 1 and 3 | X | | | | | X | | X | | X | | |
| Vern | Odenton | 2 | | X | | | | | | X | X | X | X | |
| Odenton | Bowie | 1 and 3 | X | | | | | X | | X | | X | | |
| Odenton | Bowie | 2 | | X | | | | | | X | X | X | X | |
| Bowie | Landover | 1 | X | | | | | X | | X | | X | | |
| Bowie | Division Post (W.T.) | 2 and 3 | | X | | | | | | X | X | X | X | |
| Landover | Virginia | 2 and 3 | | | | | | X | | X | | X | | |
| Virginia | 14th Street | 2 | | X | | | | | | X | X | | | |

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | | Note |
|--------------------------------------|------------------------------|---|---|---|---|---|---|---|---|---|---|----|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| Virginia | 14th Street | 3 | X | | | | | X | | X | | | | |
| 14th Street | South End | 2 and 3 | X | | | | | X | | X | | | | |
| | | Branches, Secondary Tracks and Sidings | | | | | | | | | | | | |
| Edgewood | Magnolia | S'wd Sdg. | | | | | | | | X | | X | | |
| Magnolia | Edgewood | N'wd Sdg. | | | | | | | | X | | X | | |
| | | C. & P.D. Branch | | | | | | | | | | | | |
| Perryville | Quarry | 1 and 2 | | X | | | | | | X | X | X | X | |
| Quarry | Tome | Single | | X | | | | | | X | | X | | |
| Tome | West Rock | 1 and 2 | | X | | | | | | X | X | X | X | |
| West Rock | Midway | Single | | X | | | | | | X | | X | | |
| Midway | McCall's | 1 and 2 | | X | | | | | | X | X | X | X | |
| McCalls | Division Post (Hbg. Div.) | Single | | X | | | | | | X | | X | | |
| Bank | Porter | Porter Branch | | | | X | | | | | | | | |
| Davis | Cassatt | Delmarva Branch | | | | X | | | | | | | | M |
| | | | | | | | | | | | | | | |
| B. & P. Jct. | Mt. Vernon | Northern Central Branch | | X | | | | | | X | | | | |
| Mt. Vernon | Division Post (Hbg. Div.) | | X | | | | | | | X | | | | D |
| Bowle | Pope's Creek | Pope's Creek | | | X | X | | | | | | | | J |
| | | Shellpot Branch | | | | | | | | | | | | |
| Bridge | Bank | 1 and 2 | | | | | | X | | X | | | | O |
| Bank | Ragan | 1 and 2 | | | | | | X | | X | | X | | O |
| Eager Street (Overhead Bridge) | Hillen Jct. | Western Maryland Track | | | X | X | | | | | | | | |
| Kings Creek | Field | Crisfield Secondary | | | X | | X | | | | | | | N |
| Seaford | Tank | Cambridge Secondary | | | X | | X | | | | | | | |
| | | | | | | | | | | | | | | |
| Harrington | Selbyville | D.M. & V. Secondary | | | X | X | | | | | | | | K |
| Selbyville | Snow Hill | | | | X | | X | | | | | | | |
| | | | | | | | | | | | | | | |
| Clayton | Cross | Oxford Secondary | | | X | | X | | | | | | | |
| | | | | | | | | | | | | | | |
| Mass | Chestertown | Chestertown Secondary | | | X | | X | | | | | | | |
| | | | | | | | | | | | | | | |
| Townsend | Centreville | Centreville Secondary | | | X | | X | | | | | | | |
| | | | | | | | | | | | | | | |
| Cassatt | End of Block | Pocomoke Secondary | | | X | X | | | | | | | | F-L |

NOTE A—Movements on No. 1 track from northern limits of Union Junction Interlocking to Canton Junction interlocking will be made under authority of operator at Bay; southward movements will be made under authority of operator at Union Junction.

Southward movements for the purpose of working on No. 1 track between southern limits of Canton Junction interlocking and northern limits of Union Junction interlocking must move clear of signal located on signal bridge, 1095 feet north of Mile Post 94, before securing permission from operator at Bay to make a northward movement. Such a northward movement will be made to the first block signal under flag protection.

NOTE B—In the application of **Rule 262**, on No. 2 and No. 3 tracks between B. & P. Junction and Fulton, a train which may be stopped for any reason and is unable to proceed, may move in the reverse direction without train orders after securing permission from proper operator and observing fixed signals.

Rear brakeman of passenger train must proceed immediately to rear end of train and locate himself in position to operate emergency valve. Conductor of passenger train must ride near end of rear car and pass signals to brakeman located at emergency valve.

A southward freight train, which may be stopped in the B. & P. Tunnel, must not move in either direction until after a member of the crew has reported to B. & P. Junction for instructions.

NOTE D—Home signals at Mt. Vernon, Cockeysville, and Parkton must not be passed when STOP indication is displayed without a train order to do so.

NOTE F—Northward trains must not proceed north of Begin Block sign without permission of Operator at Cassatt (Delmar or Seaford when Cassatt is closed). Southward trains must not proceed south of End of Block sign without permission of Operator at Cassatt. Southward trains clearing secondary track at End of Block sign must report clear to Operator at Cassatt.

NOTE G—In the application of **Rule D-508**:

Position light signal on Catonsville track, 5812 feet south of Gwynn block and interlocking station, governs movements from Catonsville track northward on No. 4 track to Gwynn interlocking signal. After securing block permission from the operator at Gwynn and proper signal indication at Catonsville track connection, trains are authorized to proceed northward on No. 4 track to Gwynn interlocking signal, without train order.

NOTE I—Cab Signals Within Interlocking Limits.

Southward:

Track F between southward home signal 155 feet north of South Portal of Union Tunnel to facing switch located 285 feet south of B. & P. Junction Block and Interlocking Station.

Northward:

Track A between northward home signal 175 feet north of North Portal of B. & P. Tunnel and northward home signals at South Portal of Union Tunnel.

Track B between northward home signal 175 feet north of North Portal of B. & P. Tunnel and home signal governing northward movement, 660 feet south of Union Junction Block and Interlocking Station.

No. 3 track, between northward home signal 300 feet south of South Portal of Union Tunnel and northward home signal 25 feet north of North Portal of Union Tunnel.

NOTE J—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Bowie.

NOTE K—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Harrington.

NOTE L—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Cassatt.

NOTE M—**Rule S-318** not in effect between Hearn and Patton.

NOTE N—During hours that Delmar Train Order Office is closed, trains will contact Seaford for permission to proceed.

NOTE O—When movements are made against the current of traffic, the limits of the Manual Block are between Bridge and Ragan.

Harrisburg Division

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | | Note |
|---------------------------|---|--|---|---|---|---|---|---|---|---|---|----|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| Park | Cork | Main Line 1 and 4 | X | | | | | | X | X | | X | | |
| Cork | State | 1 and 2 | X | | | | | | X | X | | X | | A |
| Harris | Division Post (Allegheny Division) | 1 and 2 | X | | | | | | X | X | | X | | |
| Block Sig. 1130 | Banks | A running | | | | | | | | X | | X | | |
| Block Sig. 1125 | Banks | 4 and D running | | | | | | | | X | | X | | |
| Park | Cola | Atglen and Susquehanna Branch 1 and 2 | | | | | | | X | X | | X | | |
| Cola | Lake | 1 | | X | | | | | | X | X | X | X | |
| Cola | Lake | Sliding | | | | | | | | X | | X | | |
| Cola | Shocks | 2 | | X | | | | | | X | X | X | X | |
| Lake | Wago Jct. | 1 | | | | | | | X | X | | X | | |
| Shocks | Wago Jct. | 2 | | | | | | | X | X | | X | | |
| Port | Division Post (Chesapeake Division) | Columbia and Port Deposit Branch 1 and 2 | | | | | | | X | X | | X | | |
| Cork | Cola | Columbia Branch 1 and 2 | | | | | | | X | X | | X | | |
| Shocks | State | Single | | X | | | | | | X | | X | | |
| Wago Jct. | Cly | York Haven Line Single | X | | | | | | | X | | | | |
| Cly | Lemo | 1 and 2 | X | | | | | | X | X | | X | | |
| Wago Jct. | Cly | 1 and 2 | | | | | | | X | X | | X | | |
| Cly | Stell | 3 and 4 | | | | | | | X | X | | X | | |
| Lemo | Stell | 1 and 2 | | X | | | | | | X | X | X | X | |
| Stell | Day | 1, 2 and 3 | | X | | | | | | X | X | X | X | |
| State | Lemo | Cumberland Valley Branch Single | | | | | | | | X | | | | |
| Lemo | Camp | Single | | X | | | | | | X | | | | |
| Camp | Town | Single | | | | X | | | | | | | | |
| Hager | Winchester | Winchester Secondary | | | X | X | | | | | | | | C-D |
| Rockville | Division Post (Northern Div.) | Williamsport Branch (Main Line Northern Div.) Single | | X | | | | | | X | | | | |
| Div. Post (Ches. Div.) | York | Northern Central Branch Single | X | | | | | | | X | | | | B |
| York | Loucks | Single | | X | | | | | | X | | | | |
| Loucks | Wago Jct. | Single | X | | | | | | | X | | | | B |
| York | Frederick | Frederick Secondary | | | X | | X | | | | | | | C |

NOTE A—At Landis—During the hours closed, when Home signal indicates Stop and means of communication have failed, after having complied with instructions governing the actuation of dragging equipment detector and no other cause for detaining the train be known, movement will be governed as follows:

After having ascertained switches are properly lined, conductor will reach full understanding with engineman, provide full protection against trains on the Reading Company Railroad, after which train may pass Stop signal and proceed over the crossing.

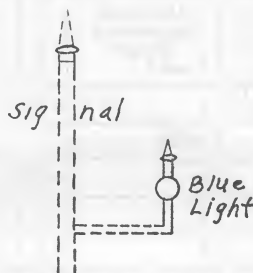
NOTE B—Home signals at New Freedom, Smyser, and Mt. Wolf must not be passed when STOP indication is displayed without a train order to do so.

NOTE C—Authority for the movement of passenger extras must be in writing.

NOTE D—Referring to Rule 271 extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Hager.

1280-A to 1296-A1. (All Divisions). Signal aspects not in conformity with the typical aspects, in service:

Signal Mast Bracket Marker.



INDICATION—One track intervenes between signal and track it governs.

NAME—Signal mast bracket marker.

Signal mast bracket marker in service:

Bordentown Secondary—Distant signal M-322 6000 feet west of Fair.

Delmarva Branch—Cassatt and Harrington.



INDICATION—Proceed prepared to stop at next signal. Train exceeding slow speed must at once reduce to that speed.

NAME—Approach.

In service between East portal of North River and West portal of East River Tunnels.



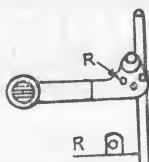
INDICATION—Proceed.

NAME—Clear.

In service between West Portal of North River and East Portal of East River Tunnels.



INDICATION—Proceed.
NAME—Clear.



INDICATION—Stop.
NAME—Stop-Signal.

SMASH BOARD SIGNALS

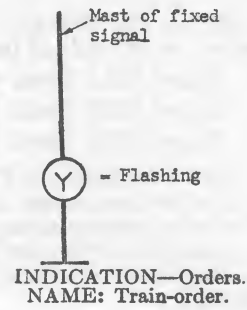
Vertical—Movable Bridge set for traffic.

Horizontal—Movable Bridge not set for traffic.

(Smash Boards may or may not have lights. When equipped with lights they will indicate as shown.)

NOTE—New York Division Smash Boards do not have lights.

NOTE—To apply to trains governed by fixed signal under which located.



| | | | | |
|----------------------------------|--|---|--|---|
| | | | | |
| INDICATION—PROCEED Name CLEAR | INDICATION—PROCEED PREPARED TO STOP AT NEXT SIGNAL Train exceeding medium speed must at once reduce to that speed. Name APPROACH | INDICATION—PROCEED AT RESTRICTED SPEED Name RESTRICTING | INDICATION—STOP, THEN PROCEED AT RESTRICTED SPEED. Name STOP-AND-PROCEED | INDICATION—STOP Name STOP Signal SIGNAL |

Numbers shown on number plates are typical and vary with location.

Z—Denotes signal whose most restrictive indication is more favorable than stop.

X—Denotes signal whose most restrictive indication is stop.

R—RED
Y—YELLOW
G—GREEN
L—LUNAR WHITE

1280-A to 1296-A2. (New York Div.). Duplicate Signals are located on left side of track at:

Signal 4E11 Track 4 East River Tunnel.

Signal 4E25 Track 4 East River Tunnel.

Signal 2E21 Track 2 East River Tunnel.

1280-A to 1296-A3. (New York Div.). At A, JO, KN, C, R and Q Interlockings when a train extends beyond first home signal or stops after passing same, train must not move until either Engineman or a member of the crew has observed signal and has verbally notified the Engineman immediately prior to moving, that signal is in passing position.

1280-A to 1296-A4. (New York Div.). When letters H-M are displayed, signal must not be accepted by any trains except PATH R.R. trains.

PATH R.R. trains must not accept signal at Waldo for movement from No. 1 track (Jersey City Branch), or signal from westward PATH track at Dock unless H-M signal is displayed. Eastward PATH R.R. trains making station stop at Journal Square must not accept signal for movement to No. 1 track (Jersey City Branch) unless instructed to do so by Operator Waldo or WR.

1280-A to 1296-A5. (Chesapeake and Phila. Divs.).

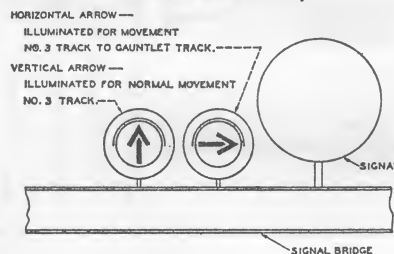
INDICATION
APPROACH NEXT SIGNAL
PREPARED TO STOP

Rule 285



APPROACH ASPECT
NOTE—Y indicates yellow.

1280-A to 1296-A6. (Chesapeake Div.).



In service between Fulton and B. & P. Jct.

1281-B to 1288-B. (Phila. Div.). At the following locations, block signals listed also act as distant signals. When governed by Rules 281, 285 Manual Block is Clear and trains will proceed in accordance with signal indication:

| Location | Track | Signal Displayed for |
|---------------------------------|-----------|--|
| Haws Avenue | Secondary | Eastward trains |
| Cooper (Pemberton Branch) | Main | Southward trains to Pemberton Branch |
| State Street (Pemberton Branch) | Main | Northward trains from Pemberton Branch |

1282-A1. (New York Div.). After passing signals 2E-05 and 4E-05 displaying Approach-medium indication, the cab signal will change to Approach indication within ten seconds.

1291-A1. (New York Div.). When Signal P-80 on Passaic and Harsimus Branch indicates "Stop then Proceed at Restricted Speed," train will contact Karny before proceeding.

1292-A1. (Phila. Division). During the hours Byrn Mawr Block and Interlocking Station is not in service and a train or engine is stopped by stop signal (Rule 292 Fig. A or Fig. B), the Conductor or Engineman of westward trains must call the Operator at Overbrook and the Conductor or Engineman of eastward trains must call the Operator at Paoli and ask for instructions. If movement through Interlocking is authorized by Clearance Card (Form C) the Note at bottom of Clearance Card (Form C) must be complied with.

1292-A2. (Phila. Div.). When Pennsauken Block Station is not in service and a train or engine is stopped by stop signal (Rule 292 Fig. A or Fig. D), the conductor or engineman must call the operator at Cooper and ask for instructions. If movement is authorized by Clearance Card (Form C) the Note at bottom of Clearance Card (Form C) must be complied with and in addition, northward trains must approach the south end of Merchantville Siding prepared to stop short of switch not properly lined.

1299-A4. (New York Div.). Automatic train stops (trippers) located at the following points work in conjunction with smash boards only and are not equipped with release mechanism: Interlocking home signal governing eastward movements on eastward PATH track at Hack. Interlocking home signal governing westward movements on No. 2 track at Hack. Interlocked home signal governing eastward movements on E track at Dock. Interlocked home signal governing westward movements on westward PATH track at Dock.

All other signals on eastward PATH and westward PATH track between Dock and Hudson and No. 1 and No. 2 track (Jersey City Branch) between Hudson and Waldo are equipped with automatic train stops (trippers).

Facing Hand-operated Switches connected with Manual Block Signal.

1362-A. (All Divisions). Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared:

New York Division

| Block Station | Block Signal Governing Movement | | Facing Switches Connected to Signal between |
|---------------|---------------------------------|-----------------|---|
| | Direction | Track | |
| Fair | Westward | Single | Block Station and M.P. 1 |
| Frenchtown* | Northward | Single | Block Station and Distant Switch Signal 6000 feet north of Frenchtown |
| MG | Northward | Single | Block Station and Tatersall Industrial Track |
| JG | Eastward | Amboy Secondary | Block Station and Jamesburg |
| BO | Eastward | Single | Block Signal and Switch leading to Robbinsville Secondary track |

*This switch is connected with the interlocking signal Sundays and Holidays; also Monday through Saturday between 11.00 P.M. and 7.00 A.M.

Philadelphia Division

| Block Station | Block Signal Governing Movement | | Facing Switches Connected to Signal between |
|--|---------------------------------|------------|---|
| | Direction | Track | |
| West Chester Branch: Media | Southward | Single | Block Station and M. P. 15 |
| Schuylkill Secondary Track: Haws Avenue | Westward | Second-ary | Block Station and M. P. 19 |
| Haws Avenue | Eastward | Second-ary | Block Station and Fixed Signal at Norris |
| Norris | Eastward | Second-ary | Block Station and M. P. 15 |
| Norris | Westward | Second-ary | Block Station and Fixed Signal at Haws Avenue |
| Brooke | Eastward | Second-ary | Block Station and M. P. 47 |
| Pemberton Branch: Cooper | Southward | Single | Southward Signal and Switch to Concrete Steel and State Street Lead to Pavenia Yard |
| Cooper (State Street) | Southward | Single | Southward Signal and Coal Hill Track South of State Street and North Switch of Crossover Leading to Pavenia Yard at 27th Street |
| Cooper (State Street) | Northward | Single | Northward Signal and Switches Leading to Di Medio Lime Co., Duffell Lumber Co. and Concrete Steel Co. |
| Moorestown | Northward | Single | Northward Signal and Switch Leading to Collins Track inc. |
| Moorestown | Southward | Single | Southward Signal and Switch Leading to Moorestown Supply Co. Track |
| Bordentown Branch: MJ | Eastward | Single | Block Signal and Switch leading to west end Delivery track |

Chesapeake Division

| | | | |
|-----------------------------|-----------|--------|--|
| Porter Branch: Bank | Southward | Single | Bank Interlocking Station and M.P. 4 |
| Tasker | Northward | Single | Tasker Block Station and M.P. 4 |
| Delmarva Branch: Seaford | Southward | Single | Seaford Block Station and a point 6500 feet south of Seaford |
| Hearn | Southward | Single | Hearn Block Station and Distant Signal No. 03 |
| Patton | Northward | Single | Patton Block Station and Distant Signal No. 970 |
| Cassatt | Northward | Single | Cassatt Block Station and Mile Post 28 |
| | Southward | Single | Cassatt Block Station and Pocomoke |

Harrisburg Division

| Block Station | Block Signal Governing Movement | | Facing Switches Connected to Signal between |
|-----------------------------------|---------------------------------|--------|---|
| | Direction | Track | |
| Cumberland Valley Branch: Camp | Southward | Single | Block Station and fixed signal No. 63 |
| Wood | Southward | Single | Block Station and M. P. 53 |
| | Northward | Single | Block Station and Scotland |
| Town | Northward | Single | Block Station and M. P. 70 |

(All Divisions)

NOTE—A train or engine receiving train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

Hand-operated Switches where Trains or Engines must not clear.

1365-B1. (New York Div.). At the following locations, trains or engines are prohibited from clearing main track:

| Track | Location | Switch |
|------------------|----------------------------|--|
| Jamesburg Branch | 2500 feet east of Midway | Set off track |
| Jamesburg Branch | Dayton | Dayton Fertilizer Company track |
| Jamesburg Branch | 15,054 feet east of Midway | Sefton Fibre Can track |
| Jamesburg Branch | 15,895 feet east of Midway | Victor Steel Products Corp. track |
| Jamesburg Branch | 10,860 feet west of JG | Phelps Dodge and United Cork Co. track |
| Jamesburg Branch | 6980 feet east of Dayton | Stauffer Chemical Co. track |
| Jamesburg Branch | 6000 feet east of Dayton | Grisco Co. track |

Trains Approaching Block-Limit Stations with Form K Clearance Cards.

1366-A1. (New York Division). A train authorized by Clearance Card (Form K) to pass a block-limit station will, if the train reaches that block-limit station at a time when control has passed to a block station other than the one issuing the Form K, proceed as instructed on the Clearance Card. Upon arrival at the next open block station, all clearance cards held will be considered annulled.

Glasses and Goggles

1400C-7A. (All Divisions). In the application of last paragraph of Rule 400C-7 the use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited except that when authorized by the Medical Department, approved colored lens glasses may be worn by employes in Train and Engine Service when exposed to direct rays or glare of the sun.

Train and Engine Service Employes

1400N-1A. (All Divisions). In the application of Rules 400N-1, 3, 5 and 7, Duties and Responsibilities of Train and Engine Service Employes, the position and title of the Assistant Superintendent or his representative, will be considered as replacing those of Trainmaster and Road Foreman of Engines.

Information and instructions previously issued in the form of Trainmaster and Road Foreman of Engines Notices will henceforth be issued in the form of Train Service and Engine Service by authority of Assistant Superintendent or Assistant Superintendent-Motive Power.

1400N-3A. (All Divisions). When riding freight engines in the normal performance of their duties, Trainmen will ride in the front cab.

When a Firemen is on duty in the front cab of Class GG-1 engines, Trainmen are not required to ride in front cab.

1502-A1. (Phila. and Ches. Divs.). At the following locations trains and engines are prohibited from clearing Main track:

Philadelphia Division

| Track | Location | Switch |
|--------------------|--|--|
| Schuylkill Branch: | No. 1 track at Mile Post 8. No. 1 track, 530 feet east of Mile Post 6. No. 2 track, 1070 feet west of Mile Post 5. | Public Delivery. Cynwyd Yard. Frantz Equipment Co. |

Chesapeake Division

| Track | Location | Switch |
|-----------------------------------|--|-------------------------|
| Columbia and Port Deposit Branch: | No. 1 track, 3180 feet east of Mile Post 23. | Muddy Run Construction. |

1509-A1. (All Divs.). In the application of **Rule 509**, when **Stop** indication (**Rule 292, Fig. A**) is displayed on a signal at the following locations, the authority to pass it must be obtained through the operator listed below:

| Location | Track | Governing Movements | Obtain Clearance Card (Form C), or Train Order Through Operator at: |
|--|----------------|---------------------|---|
| New York Division | | | |
| 6615 feet west of Copper | No. 2 | Westward | Morris |
| Chesapeake Division | | | |
| 4100 feet north of Mile Post 66 | No. 2 No. 3 | Northward | Edgewood |
| 3810 feet south of Mile Post 83 | No. 3 No. 4 | Southward | Edgewood |
| Rock: 3981 feet east of Mile Post 7 | No. 2 | Eastward | Cola |

Cab Signal Departure Test

1551-A1. (All Divisions). In the application of **Rule 551** trains operated through cab signal territories on the following routes may be dispatched without making additional tests of the cab signal apparatus providing the test is made before such units leave their initial terminal at the commencement of each twenty-four hour period of operation:

| Between | And |
|-------------------|---|
| New York, N. Y. | Hudson, Rahway and Monmouth Park Race Track. |
| Philadelphia, Pa. | Bristol, Bryn Mawr, Pa., Parkesburg, Pa., Atlantic City Race Course, N. J., Garden State Park Race Track, N. J., Delaware Park Race Track, Del., Newark, Del., Bay Block Station (Laurel Race Train), and Bowie Race Track, Md. |
| Baltimore, Md. | Washington, D. C. |

When making cab signal departure tests on Phila. & Hbg. Divs., a member of the crew must operate the switch for the test circuit, except, on MU equipment, Rail Motor Cars or Single Unit Budd Cars, the conductor must operate the switch for the test circuit.

1551-A1a. (Phila., Hbg. and Ches. Divs.). Referring to **Rule 551** when the cab signals of an MU Train have been tested on other than the leading car of the train, and cab signal warning whistle cut out on such car, the train may be operated as an equipped train from that car, providing that, before the train departs, the conductor must personally see and know that the cab signal warning whistle is cut in, and the engineman, before departing, will operate the acknowledging switch in the presence of the conductor in order to verify that the cab signal warning whistle is cut in and functioning properly.

1551-A2. (All Divisions). Testing sections, in addition to those at terminals, located:

Trenton—

No. 5 track at west end of station platform.

Eastward station track, 225 feet west of east end of eastward platform.

North low track 225 feet west of eastward home signal.

South Amboy Junction—Amboy Secondary Track.

Between 1100 feet west of SA and 100 feet west thereof.

Union—

Eastward Connecting Track Perth Amboy and Woodbridge Branch from a point 135 feet west to a point 255 feet west of eastward home signal.

Newark—

South Broad Street yard, wire train storage track.

County—

West End No. 3 MU track.

East End No. 1 MU track.

Jersey Ave.—

East End of station platform.

Waverly—

No. 6 Enginehouse Track.

Arsenal Running Track—

Opposite Yardmaster's office at Ford Yard.

Pennsylvania Station, New York—

East end of tracks Nos. 5 to 21, inclusive, except 9 and 10
(L. I. R. R.).

East end of tracks Nos. 9, 10, 13 and 14. (P. R. R.)

West end of tracks Nos. 1 to 18, inclusive, and track 5, Yard A.

Phila.-30th St. (Lower Level)—

No. 7 and No. 8 tracks, departure test for northward movement only.

Chestnut Hill Branch*

No. 2 track from a point 5800 feet east of North Phila. to North Phila.

Schuylkill Branch*

No. 1 track from Jeff to Valley.

*NOTE—A member of the train crew of multiple unit trains must observe the indications of the cab signals on the opposite end from which the engineman is operating while making cab signal test on running test sections and check with engineman immediately after the test.

Porter Branch—

On single track between signal No. D-50 and northward home signal at Bank, Porter Branch.

Main Line—

On Middle Station track. Wilmington Passenger Station for northward movements only.

Delmarva Branch—

On Delmarva Branch track from fixed signal 5430 feet south of Davis to a point 1320 feet south thereof.

Control Plug—Requirements When Removed or Re-Set Is Necessary

1551-A3. (Phila. & Hbg. Divs.). When necessary for the engineman of multiple unit equipment to remove the control plug for the purpose of operating the re-set circuit or move the controller to the reverse position, the cab signal warning whistle must be permitted to sound until the control plug is again placed in its normal operating position:

1551-A4. (Chesapeake Div.). Virginia Interlocking—Southward trains operating under signal aspects **Rule 288, Fig. A, and Rule 288, Fig. B**, on signals located 653 feet north of north portal Virginia Avenue Tunnel, governing southward movements through Virginia Avenue Tunnel will receive approach cab signal.

Northward trains operating under signal aspects **Rule 287, Fig. A, Rule 288, Fig. B**, on signals located 425 feet south of south portal Virginia Avenue Tunnel, governing northward movements through Virginia Avenue Tunnel will receive an approach cab signal.

1551-A6. (Chesapeake Div.). Union Junction Interlocking—Northward trains operating under signal aspects **Rule 288, Fig. B**, on signals located 300 feet south of south portal Union Tunnel, governing northward movements on No. 3 track Union Tunnel will receive approach cab signal, and will be governed by cab signal indication.

Northward trains operating under signal aspects **Rule 288, Fig. A**, on signals located 20 feet south of south portal Union Tunnel governing northward movements on No. 1 and No. 2 tracks Union Tunnel will receive approach cab signal.

Exceptions Authorized (All Divisions, except L. I. R. R. trains, AC Type MU trains operating over movable bridges within the State of New Jersey and trains between West Yard and Washington on Chesapeake Division).

1559-A1. Following exceptions authorized for trains and engines equipped with cab signal apparatus but not in operative condition;

On permission of the operator when authorized by the Superintendent MU trains may be dispatched from their terminals with cab signal apparatus not in operative condition between:

6.00 A.M. and 9.00 A.M.

3.30 P.M. and 6.00 P.M.

If cab signal test cannot be completed because of failure of equipment or leading car extends beyond testing section, such trains may proceed complying with third paragraph of Rule 563.

1559-B1. (New York Div.). Cab Signal Automatic Train Stop System for AC type MU trains operating over movable bridges within the State of New Jersey, in service.

All AC type MU trains operated over movable bridges in the State of New Jersey must be dispatched from original terminal with the leading car so equipped.

The Cab Signal Automatic Train Stop System is supplemental to, and augments the existing Cab Signal apparatus on these cars so that when the Cab Signal changes to a less favorable indication, acknowledgment must be made within six (6) seconds in order to forestall an automatic train stop application which would result in an emergency application of the brakes and removal of power from the traction motors.

Test of the Train Stop equipment must be made when Cab Signal is tested.

1560-A1. (All Divisions). Following exceptions authorized for trains and engines not equipped with cab signals:

- (a) Wire, work and wreck trains and ballast cleaners to and from work.
- (b) Engines or rail motor cars moving to and from shops.
- (c) Engines used in switching and transfer service (yard and runner engines) with or without cars, not exceeding 20 miles per hour, between:

Hudson and Lane,
Lane and Union,
Union and WC,
Zoo and Bryn Mawr,
Zoo and Holmes,
Shore and Jersey,
Zoo and Brill,
Union and County,
Millham and MA,

Morris and Holmes.
Arsenal and Stadium,
Baldwin and Bell,
Ragan and Iron Hill,
Landover and Automatic
Signal 1266 (Lanham),
on No. 1 Track,
Jersey and Cooper,
Jersey and Race.

- (d) Road engines in back up service with or without cars between:
Jersey and Cooper, Baldwin and Bell.
Jersey and Race.
- (e) Trains and engines from connecting regions or railroads (in emergencies).
- (f) Road freight trains between Stadium, Arsenal and Zoo to and from West Chester and Schuylkill Branches.
- (g) Engines used in switching and transfer service with or without cars, not exceeding 20 miles per hour between Harris and Rockville and Northern Division trains between Harris and Rockville.
- (h) Baltimore and Ohio R. R. trains between Penrose and Stadium.
- (i) Cumberland Valley Branch trains between Lemo and Day.
- (j) Reading Company trains and engines on No. 1 track between Shore and Jersey and between Jersey and Cooper.
- (k) B. & O. R. R. Trains between Anacostia and Virginia.
- (l) W. M. Ry. Trains between Fulton and Signal 880 north of River.
- (m) W. M. Ry. unit coal trains between Fulton and Bowie.

- (n) Yard Engines with or without cars between:
 - Bell and Ragan
 - Principio and Oak
 - River and Gwynn
 - Landover and Virginia
 - Landover and Division Post (W. T.)
 - Perryville and Minnick
- (o) Road Engines moving backwards between:
 - Bell and Ragan
 - River and Gwynn
 - Landover and Virginia
 - Landover and Division Post (W. T.)
- (p) Porter Branch trains between Bank and Ragan and Ragan and Landlith.

1560-B1. (New York Div.). Long Island Railroad trains equipped with Automatic Speed Control in operative condition for the direction they are to move will be considered as meeting the requirements of the Rules in the same manner as if they were equipped with cab signals.

If Automatic Speed Control fails, it will be cut out and the movement will proceed governed by fixed signal indications but not exceeding 40 miles per hour. In such cases crews are relieved from reporting the failure at the next point of communication; eastward trains will proceed to Harold and report to operator and westward trains will report failure to train-director at A (Extension 3100) on arrival at New York.

INTERLOCKING

1605-A1. (Chesapeake Div.). Baltimore: Interlocking Rules 605 to 670, inclusive, will apply on Station tracks B and No. 1 to No. 7, inclusive, also freight tracks A and F.

1606-A1. (All Divisions). Emergency Signals—Whistle or Horn in service as follows:

New York Division

All Interlockings except—Frenchtown and MG.

Philadelphia Division

All Interlockings except—Norris, Creek, Brooke, Pay and Chadd.

Harrisburg Division

All Interlockings except—Landis, Pennroad and Hager.

Chesapeake Division

All Interlockings except—Iron Hill, North East, Magnolia, Read, Clayton, Seaford, Cassatt and All Interlockings on C&PD Branch.

Referring to Rule 606

1606-A2. (Phila. and Harrisburg Divs.). Sound: o o—
INDICATION: Call for car inspector.

1606-A3. (Chesapeake Div.). Air Whistle (steamboat type) is located on the first catenary pole north of Charles Street Overhead Bridge, adjacent to F track, Baltimore Station territory. This whistle is to be used for the exclusive purpose of calling car inspection forces when emergencies occur in B. & P. Tunnel.

A push button controlling this whistle is located on operator's desk at B. & P. Junction.

Three (3) blasts of the whistle will be used to call certain designated car inspection employees. When this whistle is sounded these employees will immediately report to the operator at B. & P. Junction by telephone for instructions.

CT-405 (Special Instruction Governing Operation of Signals and Interlockings)

1616-A1. (All Divisions). Employees governed by C.T. 405 must assure themselves that no lever of the interlocking in their charge controlling a switch over which the tubular train equipment is routed, will be operated until they know that the entire train is clear of the involved switch. Where practicable, blocking devices must be used for this purpose.

INTERLOCKINGS—TRACK CIRCUITS WHICH MAY NOT SHUNT

(State of New Jersey)

1616-A2. (New York and Philadelphia Divisions). Sections of track within interlockings with track circuits which may not shunt due to rusted rail are indicated by yellow reflectorized markers displaying a black letter "R". These markers are located at the side of the track adjacent to the switch or the signal governing the route which may not shunt.

A member of the crew which has switching to perform within an interlocking must, before entering the interlocking, communicate with the operator and inform him of the movements to be made and request information as to the existence of rusted rail or other abnormal conditions affecting such movements. The operator must furnish to the crew member information as to such locations which may not shunt and require that a member of the crew report to him when the movement is completed. A movement is completed when it is beyond the opposing home signal.

When a train other than a through movement is routed to clear a main track over a power-operated switch within an interlocking, and such movement is to be made over a rusted rail or other abnormal rail condition which is indicated by a reflectorized marker, a member of the crew must report the train movement completed to the operator. If such condition is not indicated by a reflectorized marker, the operator must, before permitting such movement to be made, inform a member of the train crew of such condition and require that a report be made to him when the movement is completed.

Train crews on through movements on main tracks within an interlocking are not required to report the movement completed unless such a report is requested by the operator.

These instructions do not apply to train or engine crews of trains making normal station stops within interlockings or to work trains or other equipment engaged in maintenance work on track which they have been given the exclusive right to use.

Instruction 11, C.T. 405, "Special Instructions Governing Operation of Signals and Interlockings," is amended: (a) to require the installation of reflectorized markers indicating sections of track within interlockings with track circuits which may not shunt due to rusted rail; and (b) to eliminate reliance by the operator on his visual observation to determine that the movement is completed.

1663-A1. (New York Div.). Interlockings Operated Automatically. Farmingdale:

Trains, engines or cars must not be left standing between home signals nor between home signals and yellow stripes on rails marking limits of approach circuits east and west of interlocking.

When a PRR train or engine completes its movement through the interlocking, it must stop clear of the interlocking and a member of the crew must push button mounted in box on the home signal leaving the interlocking. Button must be held in until light in box is illuminated. Box must be kept locked after use.

If a PRR train is stopped by an interlocking home signal and there is no train approaching on the Central Railroad of New Jersey, the PRR train will be moved through the interlocking as follows:

Conductor must have a thorough understanding with engineman.

Conductor will go to CRR of NJ telephone box at crossing and obtain permission from CRR of NJ train dispatcher at Long Branch for PRR train to cross.

Pass home signal in stop position and occupy interlocking for not less than 6 minutes without fouling crossing.

Movement may then be made over crossing under flag protection against CRR of NJ movements.

When PRR movement is clear of interlocking, push button in box on leaving home signal until light is illuminated and then report train clear to CRR of NJ dispatcher.

Conductor must report occurrence of PRR home signal failing to display a proceed indication to PRR Superintendent as soon as possible after movement has been completed.

Track cars must stop at home signal, then pass signal in Stop position, proceed to and stop short of crossing, ascertain there is no train approaching on the CRR of NJ, provide protection and then proceed over the crossing.

Interlockings Operated Automatically**1663-A2. (Phila. Division).**

Automatic interlockings in service at the following locations:

| Location | Inter-locking | Railroad Crossing | Location of Instructions |
|---------------------------------|---------------|-------------------|--|
| Schuylkill Secondary track | Creek | Reading Co. | Shelter box |
| South Phila. Swanson St. tracks | Pay | B&O RR | Shelter box |
| Octoraro Secondary Track | Chadd | Reading Co. | P.R.R. Telephone Box on north side of crossing |
| Shellpot Branch | Read | Reading Co. | Shelter box |
| Shellpot Branch | Ward | Reading Co. | Shelter box |

At locations listed above, when a train, engine or track car is stopped by an interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train or engine be known, conductor, engineman or foreman track car must be governed by the Instructions posted at the crossing. Copies of Instructions governing movement over each crossing must be posted in adjacent Block Stations and Train Dispatcher's office.

Referring to Rule 663

1663-A4. (Phila. & Hbg. Divs.). Suburban Station—Westward movements must not start from station tracks when the interlocking signal governing that movement at the westward end of the station platform indicates stop unless authorized verbally by the train director to advance to that signal.

When the engine stands west of that interlocking signal so that the indication cannot be seen by the engineman, the movement must not start westward until a member of the crew personally notifies the engineman the indication of the signal.

Harrisburg—When an engine with or without cars is standing beyond the interlocking signal at end of station tracks at Harris or State so that the indication cannot be seen by the engineman, the movement must not start until a member of the crew personally notifies the engineman the indication of the signal.

1663-A5. (Chesapeake Div.). Referring to Rule 663 at Canton Jet., clearance card (Form C) will be used to advance an engine from Bear Creek track to No. 1 track to move stored cars off of No. 1 track.

NON-INTERLOCKING SWITCHES AND SIGNALS**Emergency Signals**

1697-A1. (Phila. Div.). Whistle or Horn at the following non-interlocked locations. The requirements of Rule 606 must be observed.

Yard Masters' Office.....44th Street and Greenwich
Block Station.....Nest

Movements of Trains and Engines at Harsimus Cove (JH), 52nd Street, Penn Coach Yard and Enola

1697-A2. (N. Y., Phila., and Hbg. Divs.). Movements will be governed by fixed signals. When necessary to pass a non-interlocked signal when signal cannot be cleared, permission in writing must be obtained from the Operator at Overbrook (for 52nd Street). The yard master or his representative at Harsimus Cove (JH), North End Penna. Coach yard, and Enola yard.

Suburban Station Tracks

1697-A3. (Phila. Div.). Low fixed signal, indication fixed at Restricting, 180 feet westward from block end of each track governing eastward movement on station tracks may be passed on verbal permission of train director, Broad, when imperfectly displayed.

TELEPHONE—RADIO

1701-A1. (All Divisions). New light-weight stream-lined Pullman cars are equipped with telephone, radio and train line connectors which are connected and disconnected by Pullman employes.

If necessary to part these cars, care must be exercised to see that connectors have been removed before cars are separated.

1701-A2. (New York Div.). Telephones in East and North River Tunnels equipped with loud ringing bells at and between telephones.

Persons who wish to communicate with any person in tunnels should call central and state to the operator the person wanted and in which tunnel they are located.

Calls are as follows:

| | |
|--|----------------|
| Telephone Exchange..... | 1 long |
| Trainmen and Emergency Call..... | 2 short |
| Trackmen..... | 3 short |
| Telegraph and Telephone Repairmen..... | 4 short |
| Signal Maintainer..... | 1 long 1 short |
| Electric Traction Employees..... | 1 long 2 short |

1702-A1. (All Divisions). Instructions covering use of telephones in train operation as outlined on card posted at all telephone locations and block stations must be followed.

Use of Radio

1702-A2. (All Divisions). Radio for communication between equipped engines, cars, stations and other locations in service. Use of radio is governed by **Rules 701 to 707**, inclusive, and is subject to Federal Communications Commission Regulations.

Any employe shall permit inspection of the radio equipment in his charge, and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

Internationally the word "Mayday" indicates a distress message, the word "Pan" an urgent message, and the word "Security" a safety message. Employes may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employes hearing such messages must report them to the Superintendent and take such appropriate action to relieve the distress as may be possible.

No employe shall divulge or publish the existence, contents, purport, effect or meaning of communications (distress communication excluded), except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication.

The above applies either to communications received direct or to any that may be intercepted.

When radio is used to direct movement of train or engine, failure to maintain communication with employe directing the movement will require the movement to be stopped immediately. Further movement must not be made until communication has been established.

Radio equipped engines or cars are indicated by a red and white decal on the side of the equipment.

1703-A1. (Phila. Div.). In using radio, persons will announce on what channel they are talking when making call.

Between Valley and Haws Avenue (inclusive) Channel 4 will be used.

Between Haws Avenue (exclusive) and Pottsville, Channel 5 will be used and Norris will use Channel 2 when talking to trains, engines and other stations in this territory.

1703-A2. (Phila. Div.). Effective with the installation and use of portable type radio in the Pottstown area, channel 5 will be used on the engine.

1703-A3. (New York Div.). Promptly after beginning tour of duty, enginemen will test radio with an equipped location where they are assigned:

A record must be kept at all equipped locations showing, date, time, engineman, engine and working conditions of radio equipment.

1703-A4. (Chesapeake Division). At "K" Tower at Washington a radio is in service on our road frequency for the use of trains or engines desiring to contact the Washington Terminal of certain information concerning their train to give to the Train Director at "K" Tower. Crews will contact the operator at Landover who will advise "K" Tower, and Train Director will come in on our road frequency to receive this information.

1705-A1. (All Divisions) In the application of **Rule 705:**

Employes shall identify the radio station from which they are calling by prefacing name of the station, engine number, cabin number or other mobile equipment number with "Pennsylvania."

To All Employees:

Your company, co-operating with local, state and national safety councils, is earnestly interested in preventing accidents to you, members of your family and your friends.

We should unite to prevent the many needless tragedies that occur in the home, on the highways, and at work.

Please lend your personal efforts to prevent accidents by heeding safe driving rules on the highways, by adopting safe practices in the home and complying with all the rules of your company while on duty.

The rules of the Pennsylvania Railroad Company are designed for your safe guidance—respect them, strictly comply with them.

Live longer and happier by always practicing safety!

W. L. Butz
F. S. King
D. E. Pergrin
K. E. Smith

Superintendents

Approved
G. C. Vaughan
General Manager

Home Div. chesd Name RH Contrait Occupation Psdi Cond Promotion 6/28/48
 Date 6/28/48

| QUALIFIED FOR SERVICE | | | | DATE OF LAST EXAMINATION |
|-----------------------|------|---------------------------------|----------------|--------------------------|
| DIVISION | ZONE | PORTION | DATE QUALIFIED | BOOK OF RULES |
| chesd | CA | Between Div Post (Phila Div) | 6/24/48 | 12/6/65 |
| " | CB | North of Bell & River | | |
| " | CC | Between River & Div Post (M.T.) | | |
| " | CD | " Landover & Div Post (RFP) | | 12/6/65 |
| | | Northern central between Capert | | |
| | | + Div. Post (Hbg, Div east of | | |
| | | N. Freedom) | | AIR BRAKE |
| | | | | 5/19/66 |
| | | | | PHYSICAL |
| N. York | NA | Between Harold & A inclusive | 1/4/48 | 5/22/66 |
| | | " Exclusive of Lane inclusive | | |
| | | " Lane exclusive & Div Post | | |
| | | (Phila Div) | | |

| Home Div..... | | Name..... | | Occupation..... | | Promotion Date..... | |
|-----------------------|------|---|--|-----------------|--------------------------|---------------------|--|
| QUALIFIED FOR SERVICE | | | | DATE QUALIFIED | DATE OF LAST EXAMINATION | | |
| DIVISION | ZONE | PORTION | | DATE QUALIFIED | BOOK OF RULES | | |
| Phil | P.B. | Between Arsenal & Div Post (Chess. Div), North of Bell Suburban Line | | 9/3/44 | | | |
| | | River | | | TIMETABLE | | |
| | | Post Phila elevated | | | | | |
| | | | | | AIR BRAKE | | |
| | | | | | | | |
| Abp | A.B. | Northern Central Between City & Div. Post (Chess. Regd. East of M. Freedom & York Haven Line) | | 6/28/44 | PHYSICAL | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

ALL REGIONS

SAFETY CALENDAR

**Train, Engine and Other Transportation Employees
(Except Station Employees)**

The Safety Rules are your guide. Start each and every day by reading the Safety Rule of the day.

| Date | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Apr. |
|------|------|------|------|------|------|------|------|
| 1 | — | 1000 | 1000 | 1000 | 1000 | 1000 | 1208 |
| 2 | — | 1001 | 1001 | 1001 | 1001 | 1001 | 1000 |
| 3 | — | 1091 | 1066 | 1150 | 1092 | 1072 | 1001 |
| 4 | — | 1065 | 1041 | 1095 | 1008 | 1093 | 1071 |
| 5 | — | 1073 | 1012 | 1067 | 1202 | 1074 | 1043 |
| 6 | — | 1040 | 1013 | 1042 | 1209 | 1006 | 1007 |
| 7 | — | 1005 | 1074 | 1008 | 1071 | 1205 | 1005 |
| 8 | — | 1067 | 1046 | 1153 | 1045 | 1103 | 1092 |
| 9 | — | 1045 | 1014 | 1022 | 1206 | 1120 | 1065 |
| 10 | — | 1094 | 1155 | 1090 | 1213 | 1277 | 1041 |
| 11 | — | 1047 | 1068 | 1076 | 1018 | 1236 | 1042 |
| 12 | — | 1006 | 1005 | 1200 | 1047 | 1118 | 1078 |
| 13 | — | 1152 | 1070 | 1215 | 1002 | 1211 | 1048 |
| 14 | — | 1075 | 1024 | 1065 | 1204 | 1150 | 1008 |
| 15 | — | 1042 | 1078 | 1040 | 1218 | 1016 | 1013 |
| 16 | — | 1096 | 1043 | 1019 | 1100 | 1066 | 1075 |
| 17 | — | 1154 | 1003 | 1075 | 1216 | 1069 | 1004 |
| 18 | — | 1049 | 1077 | 1096 | 1015 | 1003 | 1067 |
| 19 | — | 1008 | 1009 | 1077 | 1041 | 1012 | 1044 |
| 20 | — | 1021 | 1201 | 1017 | 1005 | 1013 | 1152 |
| 21 | — | 1205 | 1007 | 1101 | 1068 | 1210 | 1094 |
| 22 | — | 1200 | 1048 | 1201 | 1048 | 1105 | 1217 |
| 23 | — | 1002 | 1072 | 1103 | 1049 | 1119 | 1200 |
| 24 | — | 1071 | 1016 | 1151 | 1010 | 1101 | 1207 |
| 25 | — | 1209 | 1203 | 1011 | 1203 | 1214 | 1021 |
| 26 | — | 1216 | 1217 | 1044 | 1102 | 1104 | 1090 |
| 27 | — | 1102 | 1100 | 1093 | 1046 | 1091 | 1202 |
| 28 | — | 1213 | 1119 | 1212 | 1073 | 1095 | 1155 |
| 29 | — | 1204 | 1105 | 1104 | 1092 | 1020 | 1125 |
| 30 | 1204 | 1092 | 1208 | 1120 | — | 1154 | 1204 |
| 31 | 1004 | — | 1015 | 1207 | — | 1014 | — |

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, April 1, 1967.

GENERAL ORDER No. 2301

Effective 4.01 A.M., Sunday, April 30, 1967

Applies in All Zones

- (a) Timetable No. 23 in effect. This timetable is a joint New York-Philadelphia-Chesapeake-Harrisburg Division timetable including former Atlantic District. It contains the necessary instructions issued in general orders up to and including General Order No. 2220, all of which must be removed from bulletin boards.
Each employe must examine each page of Timetable No. 23 to see that his copy is complete, pages properly lined up, and note changes.
General Orders will be numbered consecutively regardless of division on which they apply.
Employes of all divisions must have all General Orders of all divisions pasted in their timetable.

- (b) **BOOK OF RULES**
RULES FOR CONDUCTING TRANSPORTATION
Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:

Revisions of April 28, 1957—

Rule 104—page 34; **Rule 331**—page 77; **Rule 365**—page 79; **Rule 629**—page 90; **Form C**—page 98; **Form K**—page 99; and **Rule 4076-J** (added), page 112.

Revisions of October 27, 1957—

Rule 30—page 23; **Rule 400C-1** (added), page 100; **Rule 4103-B**—page 113; and **Rule 4165-A**—page 131.

Revisions of September 1, 1958—

Rules G and H—page 8; **Rule R**—third paragraph, page 10; **Rule 103**—portion of last paragraph—page 34; **Rules 104 and 105**—pages 34 and 35; **Rule 502**—page 80; **Rule 400N-21**—pages 107 and 108; **Rule 4076-F**—page 112; and index—page 3, 18th line. **Rule 4076-I**—page 112; **Rule 4154-B**—pages 115 and 116; **Rule 4165-A**—page 131; **Rule 283**—page 56, Note 2 added; **Rule 400N-4**—page 105 (added); **Rule 4076-J**—page 112, in sequence:

Revisions of February 27, 1959—

Rule 26—second and third paragraphs, page 23; **Rule 34**—page 24; **Rule 75**—pages 25 and 26; **Rule 76**—second and fourth paragraphs, page 26; **Rule 77**—second paragraph, page 26; **Rule 99**—fourth paragraph, page 32; **Rule 106**—page 35; **Rule 204**—third paragraph, page 37; **Rule 293-A**—page 68; **Rule 365**—second and fifth paragraphs, page 79; **Rule 568**—page 87; **Rules 701, 702, 703, 704, 705, 706, 707, and 708**—pages 92, 93, 94 and 95.
Form K—second paragraph of instructions, page 99.
Rule 4165-A—page 131.

Revisions of May 1, 1960—

Rule M—page 8; **Rule 361**—page 78; **Form K**—last paragraph, page 99; **Rule 4076-J**—page 112; **Rule 4155-I**—page 122; **Rule 4155-J**—first and fifth paragraphs, page 123; **Rule 4156-G**—fourth paragraph, page 126; **Rule 4160-C**—page 129.

Revisions of March 1, 1964—

Region—page 11, changed, Division—page 11, added.

Revisions of May 3, 1964—

Rule 4160-B—pages 128 and 129.

Rule 4160-C—page 129.

Rule 4160-D—page 129 (annulled).

Revisions of August 25, 1964—
Rule 4076-F—page 112.

Revisions of October 18, 1964—
Rule 35—page 24; **Rule S-93**—page 30; **Rule 99**—page 32;
Rule 106—page 35; **Rule 152**—page 36; **Rule 280**—page 53;
Rule 316—page 74; **Rule 317**—pages 74 and 75.

Revisions of April 25, 1965—
Page 1, changed.

Employees must paste Rule revisions in sticker form over the corresponding Rule or page of the Book of Rules as indicated thereon.

Authority vested in the Superintendent Transportation by Book of Rules is delegated to the Division Superintendent. Train orders, messages and General Notices will be issued by authority and over the signature of the Division Superintendent. General Notices will be numbered consecutively on each Division, prefixed by the number of the timetable. General Orders will be issued by authority and over the signature of the General Superintendent of the Region.

(c) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS**

Brake and Train Air Signal Instructions, **99-D-1**, effective January 1, 1953, revised in part as follows:

Revision of 3-30-54.
 14-e.

Revision of 12-5-54.
 19-b Annulled.

Revision of 9-1-55.
 5-b.

Revisions of 7-1-58.
 14, 14-a.

Revisions of 8-1-58.
 7-a, 7-b, 7-c, 9, 9-a, 9-b, 9-f, 11, 11-b, 11-c, 11-d, 11-e, 12, 13, 13-a, 14, 14-a, 14-b, 15-a, 18-b, 44, 45, 56-b.
 Renumbered 14-c (former 14-b), 14-d (former 14-e), 14-e (former 14-d).

Revisions of 10-1-58.
 9-c, 14-f.

Revision of 2-17-60—Instruction 44.
 All reference to Speed Brake Control and 3-inch Piston Travel to be deleted.

Revisions of 8-1-60.
 7-c, 12.

Revision of 11-1-63.
 7-b.

Revisions of 6-1-64.
 7, 7-c, 28, 41.

Revision of 8-25-64.
 3-m.

Applies in Zone NC

(d) **TRENTON BRANCH
 COPPER—DIVISION POST (N. Y.-PHILA. DIVS.)
 (Temporary Speed Restriction)**

Trains and engines on No. 2 track must not exceed a speed of 15 miles per hour between Copper and Division Post (N. Y.-Phila. Divs.), account of track conditions.
 Special Instruction **1157-F1** (New York Div.), page 290, changed.

- (e) MAIN LINE
COUNTY
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 40 miles per hour within interlocking limits at County, account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 289, changed.
- (f) MAIN LINE
COUNTY
(Temporary Speed Restriction)
Trains and engines on No. 3 track must not exceed a speed of 40 miles per hour within interlocking limits at County, account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 289, changed.

Applies in Zone NE

- (g) BELVIDERE DELAWARE BRANCH
RAVEN ROCK—CARPENTERVILLE
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 23 and Mile Post 45, account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 290, changed.
- (h) BELVIDERE DELAWARE BRANCH
DY—G
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 30 miles per hour between DY and G, account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 290, changed.
- (i) BELVIDERE DELAWARE BRANCH
PHILLIPSBURG
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on Phillipsburg Siding, account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 290, changed.
- (j) BELVIDERE DELAWARE BRANCH
MILE POST 45—DY
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 20 miles per hour between Mile Post 45 and DY, account track conditions.
Special Instruction **1157-F1** (New York Div.), page 290, changed.

Applies in Zone PA

- (k) PHILADELPHIA AND THORNDALE BRANCH
DALE—THORN
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between Dale and Thorn, account of track conditions.
Special Instruction **1157-F1** (Phila. Div.), page 292, changed.
- (l) TRENTON BRANCH
TB-16—RAMBO
(Temporary Speed Restriction)
Trains and engines on No. 2 track must not exceed a speed of 30 miles per hour between a point 2600 feet west of Mile Post 18 and Mile Post 15, account of track conditions.
Special Instruction **1157-F1** (Phila. Div.), page 293, changed.

- (m) **MAIN LINE
OVERBROOK—ZOO**
(Temporary Speed Restriction)
Trains and engines on No. 15 Running track must not exceed a speed of 10 miles per hour between Overbrook and 52nd Street, account of track conditions.
Special Instruction **1157-F1** (Phila. Div.), page 291, changed.
- (n) **MAIN LINE
OVERBROOK—ZOO**
(Temporary Speed Restriction)
Trains and engines on No. 14 Running track must not exceed a speed of 10 miles per hour between Overbrook and 44th Street, account of track conditions.
Special Instruction **1157-F1** (Phila. Div.), page 291, changed.
- (o) **TRENTON BRANCH
HEATON—DIVISION POST N. Y.-PHILA. DIVS.**
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed a speed of 40 miles per hour between Mile Post 28 and Mile Post 38, account track conditions.
Special Instruction **1157-F1** (Philadelphia Div.), page 293, changed.

Applies in Zone PB

- (p) **DELAWARE EXTENSION
ARSENAL**
No. 2 track between connection with West Philadelphia Elevated Branch and a point 2730 feet east thereof, temporarily out of service, account of bridge repairs.
Special Instructions **1151-B1**, **1151-C1** and **1250-A1** (Philadelphia Div.), pages 252, 279 and 359, changed.

Applies in Zone PD

- (q) **BORDENTOWN BRANCH
COOPER—HATCH**
(Temporary Speed Restriction)
Trains and engines on Main track must not exceed a speed of 15 miles per hour between Cooper and a point 500 feet east of Mile Post 3, account of track conditions.
Special Instruction **1157-F1** (Phila. Div.), page 292, changed.

Applies in Zone CB

- (r) **POPE'S CREEK SECONDARY TRACK
MILE POST 4—MILE POST 5**
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 15 miles per hour between Mile Post 4 and Mile Post 5, account of track conditions.
Special Instruction **1157-F1** (Chesapeake Div.), page 294, changed.
- (s) **POPE'S CREEK SECONDARY TRACK
LOTHAIR—POPE'S CREEK**
Pope's Creek Secondary track from a point 3200 feet south of Mile Post 45 southward to end of track, temporarily out of service.
Special Instructions **1157-C3** and **1157-H1** (Chesapeake Div.), pages 284 and 300, changed.
- (t) **POPE'S CREEK SECONDARY TRACK
LAPLATA—LOTHAIR**
Pope's Creek Secondary Track from Mile Post 39 to a point 3200 feet south of Mile Post 45, temporarily out of service.
Special Instructions **1157-C3** and **1157-H1** (Chesapeake Division), pages 284 and 300, changed.

Applies in Zone CF

- (u) **DELMARVA BRANCH**
MT. PLEASANT—TOWNSEND
 (Temporary Speed Restriction)
 Trains and engines on Main track must not exceed a speed of 20 miles per hour between a point 2000 feet south of Mile Post 24 and a point 1500 feet south of Mile Post 25, account of track conditions.
 Special Instruction **1157-F1** (Chesapeake Div.), page 294, changed.

Applies in Zone HA

- (v) **MAIN LINE**
HARRISBURG
STATE INTERLOCKING—HARRIS INTERLOCKING
 (Temporary Speed Restriction)
 Trains and engines on No. 11 and No. 12 tracks within interlocking limits must not exceed a speed of 5 miles per hour between State and Harris, account of track conditions.
 Special Instruction **1157-F1** (Harrisburg Div.), page 296, changed.
- (w) **ATGLEN AND SUSQUEHANNA BRANCH**
Q—PORT
 (Temporary Speed Restriction)
 Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour between LG-14 and LG-21, account of track conditions.
 Special Instruction **1157-F1** (Harrisburg Div.), page 296, changed.
- (x) **NEW HOLLAND SECONDARY TRACK**
EAST EARL—LEOLA
 (Temporary Speed Restriction)
 Trains and engines on Secondary track must not exceed a speed of 5 miles per hour between Mile Post 28 and a point 2640 feet west of Mile Post 28, account of track conditions.
 Special Instruction **1157-F1** (Harrisburg Div.), page 297, changed.
- (y) **MAIN LINE**
ROCKVILLE—BANKS
 (Temporary Speed Restriction)
 Trains and engines on No. 4 Running track must not exceed a speed of 10 miles per hour between Rockville and Banks, account of track conditions.
 Special Instruction **1157-F1** (Harrisburg Div.), page 296, changed.

This General Order is printed in Timetable No. 23 and will not be issued in sticker form.

E. R. ADAMS,
 General Superintendent.

THE PENNSYLVANIA RAILROAD

EASTERN REGION

Philadelphia, Pa., April 14, 1967.

GENERAL ORDER No. 2302

Effective 4.02 A.M., Sunday, April 30, 1967

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedules of Nos. 4144, 4114, C.N.J. 5440, SOU. 218 and SOU. 242, changed.

Schedules of Nos. 4263 and 4264, withdrawn.

No. 4143 will run daily.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:

Nos. 4143, 4144 and 4114 over corresponding schedules on pages 148 and 149.

Blank coupon over schedule of No. 4263, page 148.

Blank coupon over schedule of No. 4264, page 149.

C.N.J. 5440 over corresponding schedule, page 154.

SOU. 218 and SOU. 242 over corresponding schedules, page 165.

Delete reference to Nos. 4143, 4263, 4144 and 4264 in frequency notes, pages 148 and 149.

Employees must correct pages 148 and 149, in ink.

(b) TRAINS WAIT FOR CONNECTIONS PRINCETON JUNCTION

PRINCETON JUNCTION

| Train No. | Due to Leave | Will Wait 5 Minutes for Train No. | Due | Train No. | Due to Leave | Will Wait 5 Minutes for Train No. | Due |
|-----------|--------------|-----------------------------------|--------------|-----------|--------------|-----------------------------------|--------------|
| 280 | A.M. 9.55 | 4143 | A.M. 9.44 | 4144 | A.M. 9.56 | 280 | A.M. 9.55 |
| | | | | 4144 | 9.56 | 3823 | 9.46 |
| | | | | 4144 | 9.56 | 204 | 9.51 |
| 3838 | P.M. 6.00 | 4113 | P.M. 5.56 | 4114 | P.M. 6.08 | 3838 | P.M. 6.00 |
| | | | | 4114 | 6.08 | 3841 | 6.08 |

Employees must correct page 167, in ink.

Applies in Zone NB

(c) ELECTRICAL OPERATION

MAIN LINE

HUNTER—LANE

AC electrical operating facilities on No. 5 Running track of no assigned direction 1150 feet west of westward limit of Hunter Interlocking and Lane, temporarily out of service, account of construction work.

Special Instruction **1167-A5** (New York Division), page 339, changed.

(d) MAIN LINE

DOCK—HUDSON

JERSEY CITY BRANCH

HUDSON—WALDO

The following tracks are transferred to the jurisdiction of the Superintendent Transportation PATH—Port Authority Trans-Hudson Corporation:

Eastward and Westward PATH tracks between Dock and Hudson.

No. 1 and No. 2 tracks Jersey City Branch between Hudson and Waldo.

South Street Yard.

Newark MU Yard including Tail track.

Special Instruction **1201-A1a** (New York Division), page 355, changed.

Applies in Zone PB

- (e) **AUTOMATIC HIGHWAY CROSSING PROTECTION
ON SIDINGS, YARD OR OTHER TRACKS
EDDYSTONE**

| Track | Crossing | Location | Notes |
|----------------------------|--|------------------------|---------|
| Yard Chester and Phila. | Philadelphia Electric Philadelphia Electric | Eddystone Eddystone | 2 11 |

Note 2—Trains and engines using this track must stop before crossing highway and assure themselves that the automatic crossing protection is working. If Automatic Highway Crossing Protection fails to function properly a member of the crew must provide proper protection to highway traffic.

Note 11—Operating circuits extend 440 feet from crossing.

Special Instruction **1103-A2** (Philadelphia Division), pages 222 and 223, changed.

- (f) **CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS
CHESTER AND PHILADELPHIA TRACK
EDDYSTONE**

Trains and engines on Chester and Philadelphia track must not exceed a speed of 10 miles per hour between CC signs located 440 feet north and south of Philadelphia Electric crossing.

Special Instruction **1157-F1** (Philadelphia Division), page 293, changed.

Applies in Zone HA

- (g) **ELECTRICAL OPERATION
MAIN LINE—(HARRISBURG STATION)
STATE—HARRIS**

AC electrical operating facilities in service on the following tracks:

| Location | Track | Portion equipped for AC Electrical Operation |
|----------|--|---|
| State | No. 15 Spur No. 17 Spur | Entire Entire |
| Harris | No. 20 Spur No. 22 Spur No. 24 Spur No. 26 Spur | Entire Entire Entire Entire |

Special Instruction **1167-A5** (Harrisburg Division), page 347, changed.

- (h) **ELECTRICAL OPERATION
MAIN LINE
ROCKVILLE—HARRIS**

AC electrical operating facilities installed over No. 1 track from a point 2207 feet west of Harris and Harris, in service. AC Motor Stop sign installed over No. 1 track, 2207 feet west of Harris, in service.

Facing Interlocked crossover for eastward movement, connecting No. 1 track with No. 2 track, 1737 feet west of Harris, equipped for AC electrical operation, in service.

Special Instruction **1167-A5** (Harrisburg Division), page 346, changed.

- (i) **MAIN LINE
HARRISBURG
STATE INTERLOCKING—HARRIS INTERLOCKING**

Paragraph (v) of General Order No. 2301 referring to temporary speed restriction of 5 miles per hour on No. 11 and No. 12 tracks within interlocking limits between State and Harris, annulled.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., April 25, 1967.

GENERAL ORDER No. 2303

Effective 4.03 A.M., Sunday, April 30, 1967

Applies in Zones NB and NC

**(a) CAB SIGNALS
NEW YORK DIVISION**

Between WC and Hudson:

C.N.J. and Reading engines will be permitted to operate when equipped with color light cab signals in operative condition and will be governed by P.R.R. cab signal rules and speed definitions.

Special Instruction **1551-A7** (New York Division), page 371, added.

Except where **Rule 261** is in effect, C.N.J. engines equipped with speed control operating against the current of traffic and cab signal indicator changes to restricting will not proceed until the following action is taken:

Stop train, darken cab signal indicator by operating "Standing Cutout" switch located under cab. When train is diverted back with the current of traffic, cab signal indicator will automatically return to normal.

Special Instruction **1560-B2** (New York Division), page 373, added:

Applies in Zone HA

**(b) NEW HOLLAND SECONDARY TRACK
EAST EARL—LEOLA**

Paragraph (x) of General Order No. 2301, referring to a temporary speed restriction of 5 miles per hour on Secondary track between Mile Post 28 and a point 2640 feet west of Mile Post 28, annulled.

**(c) CURVES, BRIDGES, ETC:
MAXIMUM SPEED
NEW HOLLAND SECONDARY TRACK
EAST EARL—LEOLA
(Permanent Speed Restriction)**

Maximum authorized speed on Secondary track between Mile Post 28 and a point 2640 feet west of Mile Post 28, 5 miles per hour.

Special Instruction **1157-F1** (Harrisburg Division), page 297, changed.

Effective 11.01 A.M., Thursday, May 4, 1967

Applies in Zone CB

**(d) MAIN LINE
FREDERICK ROAD—HALETHORPE**

Block Signal No. 1020, governing northward movements on Nos. 1 and 2 tracks, 222 feet south of Mile Post 102, out of service.

Block Signal No. 1021, governing southward movements on No. 4 track, 222 feet south of Mile Post 102, out of service.

Effective 12.01 P.M., Friday, May 5, 1967

Applies in Zone PD

- (e) **BORDENTOWN BRANCH
COOPER—HATCH**

Trailing hand-operated crossover for westward movement in Main track, 500 feet east of Pavonia, connecting Main track with No. 1 Running track, out of service.

No. 1 Running track between a point 1100 feet west of Mile Post 3 and connection with Main track, 816 feet east of Cooper Block and Interlocking Station, out of service.

Main track between a point 1100 feet west of Mile Post 3 and Cooper Block and Interlocking Station, relocated a maximum of 35 feet south.

Special Instruction **1151-G1** (Philadelphia Division), page 261, changed.

Effective 1.01 P.M., Friday, May 5, 1967

Applies in Zone PB

- (f) **DELAWARE EXTENSION
ARSENAL**

Paragraph (p) of General Order No. 2301, referring to No. 2 track temporarily out of service between connection with West Philadelphia Elevated Branch and a point 2730 feet east thereof, annulled.

Effective 7.01 A.M., Monday, May 8, 1967

- (g) **DELAWARE EXTENSION
ARSENAL**

No. 1 track between connection with West Philadelphia Elevated Branch and a point 2730 feet east thereof, temporarily out of service, account of bridge repairs.

Special Instructions **1151-B1**, **1157-C1** and **1250-A1** (Philadelphia Division), pages 252, 279 and 358, changed.

E. R. ADAMS,
General Superintendent:

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., April 29, 1967.

GENERAL ORDER No. 2304

Effective 12.01 A.M., Friday, May 12, 1967

Applies in Zone NA

- (a) **MOVING CARS ON TRACKS WHERE LOADING OR UNLOADING IS DONE**
NEW YORK DIVISION
PENNSYLVANIA STATION, NEW YORK
Special Instruction **1103-E1** (New York Division), changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable over corresponding Special Instruction at bottom of page 239.

Applies in Zone NB

- (b) **MAIN LINE**
DOCK—HUDSON
JERSEY CITY BRANCH
HUDSON—WALDO
Delete reference to Jersey City Branch, page 14.
Delete reference to Jersey City Branch Special Instructions **1075-A4, 1157-C1, 1157-C2, 1157-E1, 1157-F1, 1160-A1a and 1250-A1** (New York Division), pages 205, 277, 282, 289, 303 and 357, changed.
Special Instructions **1007-A1, 1014(1)A4, 1016(a)-A1, 1167-B3, 1167-B4, 1201-A2 and 1299-A4** (New York Division), pages 198, 199, 354, 355 and 367, annulled.
Special Instruction **1280-A to 1296-A4** (New York Division), page 366, annulled.
Delete reference to "Port Authority-Trans. Hudson, Hudson Terminal—No. 4 platform." Special Instruction **1075-A1** (New York Division), page 202, changed.
Delete reference to PATH RR Special Instruction **1075-A6** (New York Division), page 207, changed.
Delete reference to No. 1 and No. 2 tracks Jersey City Branch and Eastward and Westward PATH tracks in Note, Special Instruction **1151-B1** (New York Division), page 251, changed.
Delete second paragraph referring to "Front and rear end doors etc." Special Instruction **1154-A4** (New York Division), page 264, changed.
Delete entire sentence referring to "Westward PATH RR trains etc." Special Instruction **1154-A11** (New York Division), page 266, changed.
Delete reference to "PATH RR DC multiple unit cars—1200 series.....110 lbs." Special Instruction **1156-A5** (New York Division), page 273, changed.
Delete reference to Eastward and Westward PATH tracks, Special Instruction **1157-C1** (New York Division), page 276, changed.
Delete reference to "PATH MU cars class MP-51, MP-51A, MP-51B, Nos. 1200 to 1249 inc.....45," Special Instruction **1157-G1** (New York Division), page 298, changed.
Delete reference to "No. 1 track, Jersey City Branch at Journal Square Station—15 feet 3½ inches," concerning operation of wreck and work derricks. Special Instruction **1160-B4** (New York Division), page 331, changed.
Delete last paragraph Special Instruction **1160-B7** (New York Division), page 333, changed.

(Page 2 of 3 Pages, Eastern Region General Order No. 2304)

Delete reference to "Waldo and Hudson (Jersey City Branch), Westward PATH track Hudson to Newark MU Yard, Eastward PATH track Newark MU Yard to Hudson and Newark MU Yard tracks including Tail track." Special Instruction **1167-B1** (New York Division), page 354, changed:

Delete reference to Eastward and Westward PATH tracks and No. 1 and No. 2 tracks Jersey City Branch, Special Instruction **1250-A1** (New York Division), pages 356 and 357, changed.

Employees must correct pages 14, 198, 199, 202, 205, 207, 251, 264, 266, 273, 276, 277, 282, 289, 298, 303, 331, 333, 354, 355, 357, 366 and 367, in ink.

(c) **PROTECTION FOR PUBLIC HIGHWAY CROSSINGS
AT GRADE
PASSAIC AND HARSIMUS BRANCH
WALDO—HACK**

Trains or engines must stop before passing over public highway crossing at grade, 3300 feet west of Waldo, Newark Avenue, Jersey City (Marion Interchange), and a member of the crew must protect the crossing in advance of each movement over the crossing. The member of the crew assigned to protect the crossing as required by this instruction, must use a red flag by day and a red light by night to properly warn traveling public of the approach of an engine, car or train.

Special Instruction **1103-B2** (New York Division), page 230, annulled.

Special Instruction **1103-C1** (New York Division), page 231, changed.

Applies in Zone NC

(d) **TRENTON BRANCH
DIVISION POST N.Y.-PHILA. DIVS.—NICKEL
(Temporary Speed Restriction)**

Trains and engines on No. 1 track must not exceed a speed of 15 miles per hour between Division Post (New York-Philadelphia Divisions) and Nickel, account of track conditions.

Special Instruction **1157-F1** (New York Division), page 290, changed.

Applies in Zone CE

(e) **SHELLPOT BRANCH
WARD**

Delete reference to Bridge Four (Ward Block and Interlocking Station). Delete last paragraph of Special Instruction **1098-B3**.

Special Instruction **1098-B3** (Chesapeake Division), page 220, changed.

Applies in Zone HA

(f) **MAIN LINE
LANDIS**

Landis part-time Interlocking Station in service 10.00 A.M. to 6.00 P.M. Daily except Saturday, Sunday, May 30, July 4, Sept. 4.

Page 13, changed.

Effective 9.01 A.M., Friday, May 12, 1967

Applies in Zone PA

(g) **TRENTON BRANCH
TB-16—RAMBO**

Paragraph (1) General Order No. 2301, referring to temporary speed restriction of 30 miles per hour on No. 2 track between a point 2600 feet west of Mile Post 18 and Mile Post 15, annulled.

(Page 3 of 3 Pages, Eastern Region General Order No. 2304)

Applies in Zone PB

(h) **AUTOMATIC HIGHWAY CROSSING PROTECTION ON
SIDINGS, YARD AND OTHER TRACKS
SOUTH PHILADELPHIA**

At the following locations automatic highway crossing protection indicates the approach of a train:

| Track | Crossing | Location | Notes |
|-----------------------------|---------------|--|-------|
| Food Distribution Center | Pattison Ave. | 1350 feet from connection with Industrial Track (South Philadelphia) | 2 |

Note 2—Trains and engines using this track must stop before crossing highway and assure themselves that the automatic crossing protection is working. If Automatic Highway Crossing Protection fails to function properly a member of the crew must provide proper protection to highway traffic.

Special Instruction **1103-A2** (Philadelphia Division), page 223, changed.

Applies in Zone PD

(i) **BORDENTOWN BRANCH
COOPER—PAVONIA**

Facing hand-operated switch for eastward movement in Main track, 2188 feet east of Cooper Block and Interlocking Station, leading to East Yard, out of service.

Trailing hand-operated crossover for eastward movement in Main track, connecting Main track with No. 1 receiving track, 760 feet east of Pavonia, in service.

E. R. ADAMS,
General Superintendent:

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., May 6, 1967:

GENERAL ORDER No. 2305

Effective 12.01 A.M., Monday, May 15, 1967

Applies in All Zones

- (a) **TIMETABLE AUTHORITY**
Schedules of Nos. C.N.J. 5903, C.N.J. 5404 and C.N.J. 5426,
changed.
Sticker coupons attached to sticker form of this General Order
must be detached and pasted in Timetable over corresponding
schedules, pages 152, 154 and 155.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., May 5, 1967.

GENERAL ORDER No. 2306

Effective 10.01 A.M., Monday, May 22, 1967

Applies in Zone HA

(a) **MAIN LINE
BANKS—ROCKVILLE**

"A" Running track changed to No. 5 Main track between Banks and Rockville, assigned direction Eastward, in charge of Train Dispatchers at Harrisburg.

Automatic Block Signal System **Rules 501 to 512**, in effect with the current of traffic and Manual Block Signal System **Rules 305 to 373** inclusive, except **Rule 316**, in effect for movements against the current of traffic.

Maximum Speeds, unless otherwise specified on No. 5 track:

| Between | Miles per Hour | |
|---------------------|----------------|---------|
| | Passenger | Freight |
| Banks and Rockville | 35 | 35 |

Facing Interlocked crossover for eastward movement connecting "B" Running track with "A" Running track, 2495 feet east of Mile Post 111, in service.

Block Signal No. 1104 ("G" Signal) governing eastward movement on "A" Running track, 2445 feet east of Mile Post 111, changed to a Home Signal, controlled by Rockville, in service.

Low Home Signal governing westward movement on "A" Running track, 2710 feet east of Mile Post 111, controlled by Rockville, in service.

Low Home Signal governing eastward movement on "B" Running track, 2480 feet east of Mile Post 111, controlled by Rockville, in service.

Low Home Signal governing westward movement on "B" Running track, 2705 feet east of Mile Post 111, controlled by Rockville, in service.

Position Light Signal governing approach to Low Home Signal that governs movement from "B" Running track at Rockville, out of service.

Diagram in sticker form attached to and made part of this General Order showing changes in tracks, switches and signals in service, must be detached and pasted in Timetable with this General Order.

Special Instructions **1151-B1, 1151-F1, 1201-A1d and 1250-A1**

(Harrisburg Division), pages 254, 259, 355 and 363, changed.

Effective 10.01 A.M., Tuesday, May 23, 1967

Applies in Zone CA

(b) **MAIN LINE
BUSH**

(Temporary Speed Restriction)

Trains and engines on No. 2 and No. 3 tracks must not exceed a speed of 60 miles per hour over Bush River Movable Bridge, account of movable bridge in service.

Special Instruction **1157-F1** (Chesapeake Division), page 293, changed.

Applies in Zone CF

(c) **DELMARVA BRANCH
MT. PLEASANT—TOWNSEND**

Paragraph (u) of General Order No. 2301, referring to a temporary speed restriction of 20 miles per hour on Main track between a point 2000 feet south of Mile Post 24 and a point 1500 feet south of Mile Post 25, annulled.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., May 19, 1967.

GENERAL ORDER No. 2307

**Governing Movements to and from Delaware Park Race
Track via Stanton**

**Effective Saturday, May 27, 1967, between 11.30 A.M. and
6.45 P.M. and continuing Daily except Sundays until
Saturday, July 29, 1967, inclusive.**

Applies in Zone CA

(a) **MAIN LINE
STANTON**

AC Electrical Operation on Delaware Park Track, extending westward from connection with No. 4 track, 1500 feet south of Stanton, a distance of 6420 feet to Delaware Park Race Track, including siding and storage tracks Nos. 2, 3 and 4, in service.

NOTE—Catenary wires energized continuously until 6.45 P.M., Saturday, July 29, 1967.

Delaware Park Track changed to a single track extending westward from connection with No. 4 track, 1500 feet south of Stanton, a distance of 4500 feet to End of Block, including siding, in service as Delaware Park Branch.

Rules 305 to 373, inclusive, except Rule 317, in effect.
Special Instructions **1151-A1, 1167-A5 and 1250-A1** (Chesapeake Division), pages 251, 344 and 361, changed.

(b) **MAIN LINE
DELAWARE PARK BRANCH**

STAN temporary Block Station, without fixed signals, located at switch connection with No. 4 track, in service on No. 4 track and Delaware Park Branch.

Trains and engines on No. 4 track and Delaware Park Branch must approach STAN temporary Block Station prepared to stop and must not pass unless hand signal to proceed is received.

Trains will operate between STAN and End of Block without train orders after receiving block indication from Operator STAN.

Trailing hand-operated switch in No. 4 track, 1500 feet south of Stanton, in charge of Operator STAN.

Siding and Storage tracks Nos. 2, 3 and 4 on Delaware Park Branch, in charge of Operator STAN.

Operator STAN will verbally instruct crews as to storage track to be used.

Train crews will report their arrival at Delaware Park Race Track on designated storage track to Operator STAN.

Train crews must get permission from Operator STAN to proceed east on Delaware Park Branch.

Page 12 and Special Instructions **1104-C1 and 1151-E2** (Chesapeake Division), pages 242 and 258, changed.

(c) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
DELAWARE PARK BRANCH**

Maximum speed on Delaware Park Branch between STAN and End of Block—15 miles per hour.

Special Instruction **1157-C1** (Chesapeake Division), page 281, changed.

E. R. ADAMS,
General Superintendent.



**THE PENNSYLVANIA RAILROAD
EASTERN REGION
CENTRAL REGION**

Philadelphia, Pa., May 22, 1967.

Pittsburgh, Pa., May 22, 1967.

**EASTERN REGION GENERAL ORDER No. 2308
CENTRAL REGION GENERAL ORDER No. 314**

Effective 10.01 A.M., Friday, June 2, 1967

Applies in Zone HA

Applies in Zone D

**(a) MAIN LINE (NORTHERN DIVISION)
HARRISBURG—BUFFALO**

**WILLIAMSPORT BRANCH (HARRISBURG DIVISION)
ROCKVILLE—STONEY**

Stoney Interlocking located 5040 feet west of Mile Post 93, out of service.

Block Signal No. 937, governing westward movements on Main track, 4530 feet west of Mile Post 93, in service.

Home Signal governing eastward movements on Main track, 5040 feet west of Mile Post 93, equipped with Dragging Equipment Indicator Light (**Rule 4076-A**), controlled by Rockville, in service.

When dragging equipment indicator light is actuated displaying an illuminated letter "E" the operator at Kase Block and Interlocking Station must be advised immediately.

Rockville Siding of no assigned direction reduced to 127 cars.

HECKS Interlocking located 2800 feet west of Mile Post 92, remote controlled by Rockville, in service.

Home Signal governing eastward movement on Main track, 2850 feet west of Mile Post 92, in service.

Home Signal governing westward movement on Main track, 1200 feet west of Mile Post 92, in service.

Low Home Signal governing westward movement on Rockville siding, 2500 feet west of Mile Post 92, in service.

Block Signals No. 922 and 923, 1200 feet west of Mile Post 92, out of service.

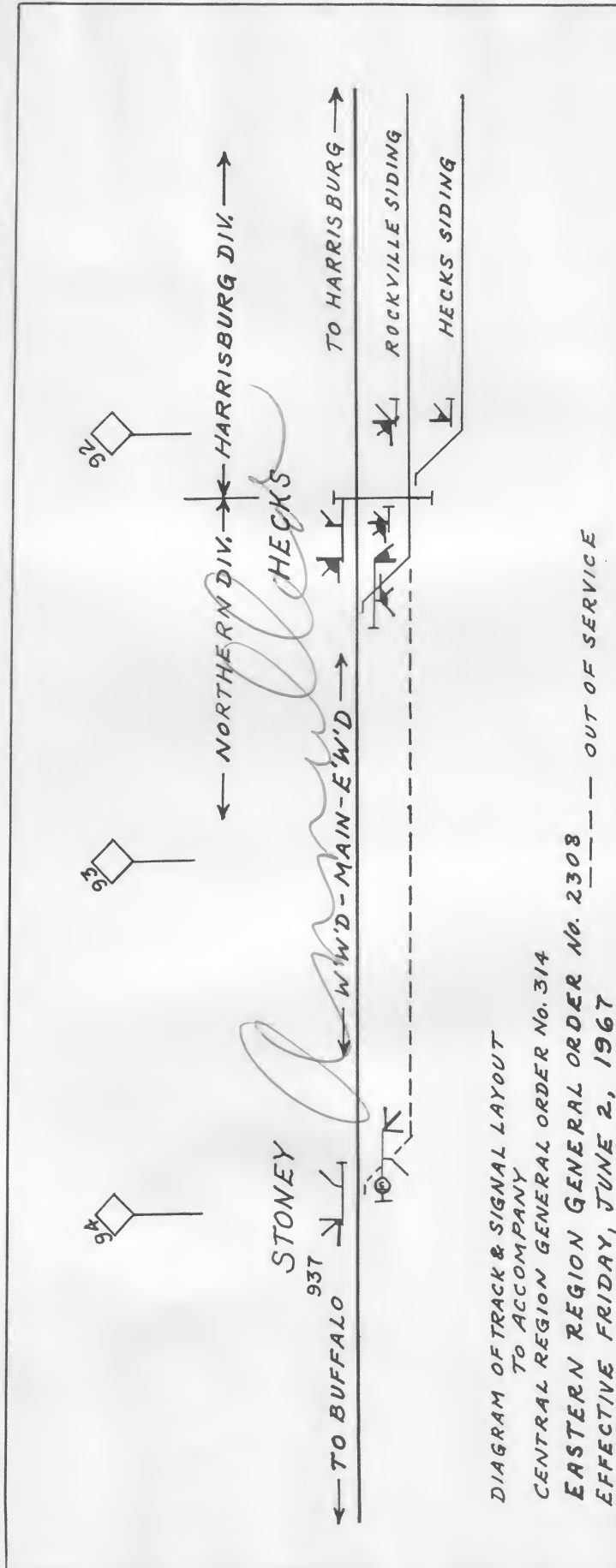
Diagram in sticker form attached to and made part of this General Order showing changes in tracks, switches and signals in service, must be detached and pasted in Timetable with this General Order.

Page 9 and Special Instruction **1509-A1**, page 273, Central Region Timetable, changed.

Page 13, Eastern Region Timetable, changed.

E. R. ADAMS,
General Superintendent.

J. A. FOSHEE,
General Superintendent.



**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., June 1, 1967.

GENERAL ORDER No. 2309

Effective 4.01 P.M., Sunday, June 11, 1967

Applies in Zones NC and NE

(a) **MEDICAL OFFICERS AND SURGEONS**

Telephone number of R. S. Stein, M.D., 22nd and Lehigh Streets, Easton, Pa., changed to 258-2921.
Delete William Pollen, M.D., 535 New Brunswick Avenue, Perth Amboy, N. J., from list of Medical Officers and Surgeons.
Special Instruction **100R-2A** (New York Division), page 191, changed.

Applies in Zone PA

(b) **EXTRA STOPS—PASSENGER TRAINS
PHILADELPHIA DIVISION**

No. 601 stop at Paoli Shop for employees.
Employees must correct page 169, in ink.

Applies in Zone PB

(c) **ENGINE AND SPECIAL LOAD RESTRICTIONS
GRAYS FERRY YARD**

Delete reference to ERS-17 engines prohibited in Grays Ferry Yard in Special Instruction **1160-A1b** (Philadelphia Division), page 309.
Special Instruction **1160-A1b** (Philadelphia Division), page 309, changed.

(d) **SUBURBAN LINE
ARSENAL**

Low Home Signal governing northward movement on Shifting track, 3150 feet north of Arsenal Block and Interlocking Station, out of service.

Low Home Signal governing southward movement on No. 1M track, 4018 feet north of Arsenal Block and Interlocking Station, out of service.

Facing interlocked crossover between No. 1M and No. 4M tracks, 3897 feet north of Arsenal Block and Interlocking Station, out of service.

Shifting track between a point 2064 feet north of Arsenal Block and Interlocking Station and connection with No. 1M track, out of service.

Facing interlocked crossover between No. 1M and No. 4M tracks, 2197 feet north of Arsenal Block and Interlocking Station, in service.

Trailing interlocked switch for northward movement in No. 1M track, 2064 feet north of Arsenal Block and Interlocking Station, leading to Shifting track, in service.

Low Home Signal governing southward movement on No. 1M track, 3150 feet north of Arsenal Block and Interlocking Station, in service.

Low Home Signal governing northward movement on Shifting track, 1800 feet north of Arsenal Block and Interlocking Station, in service.

Fixed Signal numbered 15M, governing southward movement on No. 4M track, 3135 feet north of Arsenal Block and Interlocking Station, changed to Home Signal, in service.

Applies in Zone PC

- (e) PROTECTION FOR PUBLIC HIGHWAY CROSSINGS AT GRADE
SCHUYLKILL SECONDARY TRACK
NORRIS—HAWS AVE.

Trains or engines must stop before passing over the following public highway crossing at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

| Track | Crossing | Location | Note |
|---------------|-------------|------------|------|
| No. 1 Running | Ford Street | Norristown | 4 |

Note 4—A member of the train crew, equipped with a red flag during daylight hours and with a red lantern and a white lantern during the hours of darkness, precede each and every movement of each engine, car or train across the crossing at grade, and properly warn the traveling public of the approach of such engine, car or train.

Special Instruction **1103-C1** (Philadelphia Division), page 232, changed.

Applies in Zone CB

- (f) ENGINE AND SPECIAL LOAD RESTRICTIONS
MAIN LINE
BAY—UNION JUNCTION

Account of bridge renewal, restrictions are removed from the following bridges:

Bridge 3.14 Kresson Street
Bridge 2.97 North Haven Street
Bridge 1.89 Milton Avenue

Special Instruction **1160-A1c** (Chesapeake Division), page 318, changed.

- (g) PASSENGER CREWS REPORTING AND REGISTERING FOR DUTY
WASHINGTON

Passenger engine crews for trains from Union Station and 10 H Yard or 50 Track (G & H Yard changed to read 10 H Yard or 50 Track), changed as follows:

| Location | Service | Note | Passenger Trainmen | Passenger Engine Crews | |
|------------|---|------|--------------------|----------------------------|-----------|
| | | | | Diesel or Electric Engines | MU Trains |
| Washington | (Trains from Union Station.....) | 1 | 30 | 50 | 30 |
| | (Trains from 10 H Yd. or 50 track.....) | 1 | 75 | 75 | ..... |
| | (Trains from Potomac Yd.....) | 3 | 30 | 75 | ..... |

Special Instruction **1075-A6** (Chesapeake Division), page 207, changed.

Applies in Zone HC

- (h) CUMBERLAND VALLEY BRANCH
CARLISLE—SHIPPENSBURG
(Temporary Speed Restriction)

Trains and engines on Main track must not exceed a speed of 25 miles per hour between Mile Post 19 and Mile Post 40, account of track conditions.

Special Instruction **1157-F1** (Harrisburg Division), page 296, changed.

- (i) WINCHESTER SECONDARY TRACK
MARTINSBURG—INWOOD

Yard Limit Board located at Mile Post 101, relocated to Mile Post 98, in service. Yard Limits changed accordingly.

Special Instruction **1093-A1** (Harrisburg Division), page 215, changed.

Effective 10.01 A.M., Monday, June 12, 1967

Applies in Zone CA

- (j) **MAIN LINE**
CHASE—MIDDLE RIVER
Dragging Equipment Detector indicator light for Nos. 1, 2, 3 and 4 Main tracks, located at Signal Bridge 1738 feet north of Mile Post 84, out of service.
Special Instruction **1076-A2** (Chesapeake Division), page 208, changed.

Applies in Zone CB

- (k) **MAIN LINE**
FREDERICK ROAD—HALETHORPE
Block Signal No. 1021, governing southward movements on No. 3 track, 222 feet south of Mile Post 102, out of service.
- (l) **MAIN LINE**
HALETHORPE—WINANS
Account bridge renewal, restrictions on Bridge No. 103.52, removed.
Special Instruction **1160-A1c** (Chesapeake Division), page 319, changed.

Applies in Zone CF

- (m) **DELMARVA BRANCH**
DAVIS INTERLOCKING
Manual Block Signal (Pedestal type), governing southward movements on Main track, located 163 feet south of junction with Main Line, in service.

E. R. ADAMS,
General Superintendent:

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., June 8, 1967.

GENERAL ORDER No. 2310

Effective 2.01 A.M., Sunday, June 18, 1967

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedule of No. 3634 and schedules of C.N.J. Nos. 5402, 5403, 5404, 5405, 5428, 5431, 5432, 5707, 5903 and 5932, changed.

S Stop for No. 1120 at Rahway, page 76, changed to **G** Stop. Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:

Nos. 3634, 5402, 5403, 5404, 5405, 5428, 5431, 5432, 5707, 5903 and 5932 over corresponding schedules, pages 86, 152, 153, 154 and 155.

Employees must correct page 76, in ink.

Applies in Zone CC

**(b) MAIN LINE
ANACOSTIA**

Southward trains, except trains from Benning Yard to Jersey Yard, must not exceed a speed of 15 miles per hour passing Anacostia Block and Interlocking Station with entire train.

Special Instruction **1157-J3** (Chesapeake Div.), page 301, changed.

Applies in Zone CE

**(c) N. & D. C. RUNNING TRACK
REYBOLD**

Facing hand-operated switch for southward movement in Running track, 90 feet south of Mile Post 10 and trailing hand-operated switch for southward movement in Running track, 2310 feet south of Mile Post 10 leading to Runaround track, in service.

Effective 10.01 A.M., Sunday, June 18, 1967

Applies in Zone NC

**(d) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE
COUNTY—MILLHAM**

Maximum speeds, unless otherwise specified on No. 2 track:

| Between | Passenger Trains Miles Per Hour | Freight Trains Miles Per Hour |
|-------------------------|---------------------------------------|-------------------------------------|
| County and Millham..... | 80 | 50 |

Special Instruction **1157-C1** (New York Div.), page 276, changed:

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., June 16, 1967.

GENERAL ORDER No. 2311

Effective 2.01 A.M., Friday, June 30, 1967

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedule of NH 168, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable over corresponding schedule, page 89.

Applies in Zone NC

(b) TICKET OFFICES OPEN FOR SALE OF TICKETS

Jersey Avenue open 6.45 A.M. to 10.45 A.M., Monday to Friday. Closed Saturday, Sunday and Holidays.

Cornwells Heights open 9.45 A.M. to 10.45 A.M., Monday to Friday. Closed Saturday, Sunday and Holidays.

Employees must correct page 170, in ink.

Effective 9.01 A.M., Friday, June 30, 1967

Applies in Zone PD

**(c) BORDENTOWN BRANCH
COOPER**

Automatic Highway crossing protection with flashing light signals and short arm gates, protecting River Road Highway crossing at grade, for movement on No. 1 and No. 2 tracks, in service.

Special Instruction **1103-A2** (Philadelphia Division), page 223, changed.

**(d) PEMBERTON BRANCH
HAINESPORT—MOUNT HOLLY**

Facing hand-operated switch for southward movement in Main track, 110 feet north of Mile Post 18, leading to Burlington County Highway Dept. track, out of service.

Effective 10.01 A.M., Friday, June 30, 1967

Applies in Zone NC

**(e) HAND OPERATED SWITCHES EQUIPPED WITH
ELECTRIC LOCKS
MAIN LINE
LINCOLN—EDISON**

The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch lock is removed from keeper:

Facing hand-operated crossover for eastward movement, equipped with electric lock, in No. 0 track, 8150 feet west of Lincoln, leading to new Nos. 7, 8 and 9 yard tracks, controlled by Lincoln, in service.

Facing hand-operated switch for eastward movement, equipped with electric lock, in No. 0 track, 7470 feet west of Lincoln, leading to Nos. 5 and 6 yard tracks, out of service.

Special Instruction **1104-D1** (New York Division), page 243, changed.

(Page 2 of 2 Pages, Eastern Region, General Order No. 2311)

(f) **ELECTRICAL OPERATION**

**MAIN LINE
LINCOLN—EDISON**

Following tracks equipped for AC electrical operation:
Facing hand-operated crossover for eastward movement in No. 0 track, 8150 feet west of Lincoln, leading to new Nos. 7, 8 and 9 yard tracks, equipped for AC electrical operation, in service.

AC electrical operating facilities installed over Nos. 7 and 8 yard tracks from point of connection with No. 6 track at east end yard to point of connection with No. 0 track at west end yard, in service.

Special Instruction **1167-A5** (New York Division), page 339, changed.

Applies in Zone CA

(g) **MAIN LINE**

HAREWOOD PARK—CHASE

Block Signal No. 807, governing southward movement on No. 4 track, 4036 feet south of Mile Post 80, out of service.

Effective 1.01 P.M., Friday, June 30, 1967

Applies in Zone CA

(h) **MAIN LINE**

HAREWOOD PARK—CHASE

Block Signal No. 807, governing southward movement on No. 3 track, 4036 feet south of Mile Post 80, out of service.

Effective 9.01 A.M., Wednesday, July 5, 1967

Applies in Zone PD

(i) **BORDENTOWN BRANCH**

12TH STREET—DIVISION POST (P.R.S.L.)

Main track between a point 1422 feet west of 12th Street and Division Post (P.R.S.L.), relocated a maximum of 79 feet south.

Home signal governing eastward movement on Main track, 1505 feet west of 12th Street, relocated 29 feet south.

Effective 10.01 A.M., Thursday, July 6, 1967

Applies in Zone CB

(j) **MAIN LINE**

GWYNN INTERLOCKING

Low Home signal governing northward movement on No. 3 track, 615 feet south of Gwynn Block and Interlocking Station, out of service.

Home signal governing northward movement on No. 3 track located on signal bridge, 1105 feet south of Gwynn Block and Interlocking Station, in service.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., July 3, 1967.

GENERAL ORDER No. 2312

Effective 10.01 A.M., Friday, July 14, 1967

Applies in Zone NC

- (a) **ELECTRICAL OPERATION**
MAIN LINE
LINCOLN—EDISON
AC electrical operating facilities extended over Nos. 5 and 6 yard tracks to point of connection with No. O track, 8150 feet west of Lincoln, in service.
Special Instruction **1167-A5** (New York Div.), page 339, changed.
- (b) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED**
MAIN LINE
LINCOLN—COUNTY
Maximum speeds, unless otherwise specified on No. 3 track:

| Between | Passenger Trains Miles Per Hour | Freight Trains Miles Per Hour |
|--------------------|---------------------------------------|-------------------------------------|
| Lincoln and County | 80 | 50 |

Special Instruction **1157-C1** (New York Div.), page 276, changed.

- (c) **TICKET OFFICES OPEN FOR SALE OF TICKETS**
Princeton Jct. open 7.15 A.M. to 10.00 A.M., Monday to Friday. Closed Saturday, Sunday and Holidays.
Princeton open 7.00 A.M. to 5.00 P.M., Monday to Saturday. Closed Sunday and Holidays.
Employees must correct page 170, in ink.

Applies in All Zones

- (d) **MEDICAL OFFICERS AND SURGEONS**
Services of Robert L. Payne, M.D., located at Norfolk, Virginia, discontinued.
Special Instruction **100R-2A**, page 193, changed.

Effective 12.01 A.M., Saturday, July 15, 1967

Applies in Zone NB

- (e) **GREENVILLE BRANCH**
WA-6—WA-2
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed a speed of 5 miles per hour between WA-6 and WA-2 account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 290, changed.

Applies in Zone ND

- (f) **AMBOY SECONDARY TRACK**
DEEP CUT—EAST END
(Temporary Speed Restriction)
Trains and engines on Secondary track must not exceed a speed of 10 miles per hour between Deep Cut and Mile Post 4 account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 290, changed.

Applies in Zone PA

(g) **ENGINE AND SPECIAL LOAD RESTRICTIONS**
MAIN LINE
RADNOR

Delete reference to restrictions at Bridge 13.06, Radnor, in Special Instruction **1160-A1b** (Philadelphia Div.).
Special Instruction **1160-A1b** (Philadelphia Div.), page 307, changed.

Applies in Zone PB

(h) **DELAWARE EXTENSION**
ARSENAL

Paragraph (g) of General Order No. 2303, referring to No. 1 track temporarily out of service between connection with West Philadelphia Elevated Branch and a point 2730 feet east thereof, annulled.

Applies in Zone CB

(i) **MAIN LINE**
FULTON—GWYNN

Class EF and EP diesel road engines must not be operated on No. 4 track between Fulton and Gwynn when cars or engines are occupying No. 5 yard track at Edmondson due to close clearance.

Special Instruction **1163-A11** (Chesapeake Div.), page 337, changed.

Applies in All Zones

(j) **TIMETABLE AUTHORITY**

Schedule of NH168, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule on page 89.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., July 13, 1967.

GENERAL ORDER No. 2313

Effective 2.01 A.M., Thursday, July 20, 1967

Applies in Zone HC

- (a) CUMBERLAND VALLEY BRANCH
TOWN—MAUGANSVILLE
(Temporary Speed Restriction)

Trains and engines on northward siding must not exceed a speed of 5 miles per hour account of track conditions.
Special Instruction **1157-H1** (Harrisburg Div.), page 301, changed.

Effective 12.01 P.M., Thursday, July 20, 1967

- (b) CUMBERLAND VALLEY BRANCH
CARLISLE—SHIPPENSBURG

Paragraph (h) of General Order No. 2309 referring to temporary speed restriction of 25 miles per hour on Main track between Mile Post 19 and Mile Post 40, annulled.

- (c) CUMBERLAND VALLEY BRANCH
NEWVILLE—SHIPPENSBURG
(Temporary Speed Restriction)

Trains and engines on Main track must not exceed a speed of 25 miles per hour between Mile Post 33 and Mile Post 40, account of track conditions.
Special Instruction **1157-F1** (Harrisburg Div.), page 296, changed.

Effective 1.01 P.M., Thursday, July 20, 1967

Applies in Zone CA

- (d) MAIN LINE
HAREWOOD PARK—CHASE

Block signal No. 808, governing northward movement on No. 2 track, 4036 feet south of Mile Post 80, out of service.

Effective 1.01 P.M., Friday, July 21, 1967

- (e) MAIN LINE
HAREWOOD PARK—CHASE

Block signal No. 808, governing northward movement on No. 1 track, 4036 feet south of Mile Post 80, out of service.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., July 24, 1967.

GENERAL ORDER No. 2314

Effective 2.01 A.M., Friday, August 4, 1967

Applies in All Zones

(a) TIMETABLE AUTHORITY

F Stop for No. 0724 at Lenni at 9.13 A.M., and F Stop for No. 0738 at Lenni at 1.06 P.M., added.
Employees must correct pages 161 and 162, in ink.

(b) MEDICAL OFFICERS AND SURGEONS

Delete reference to J. F. Johnson, M.D., 926 W. State Street, Trenton, N. J., from list of Medical Officers and Surgeons.
Maher W. Ishak, M.D., 504 Lewis Street, Havre de Grace, Md., telephone 939-0700, appointed Medical Officer.
Special Instruction **100R-2A** (New York and Chesapeake Div.), pages 191 and 193, changed.

Effective 7.01 A.M., Friday, August 4, 1967

Applies in Zone HA

(c) YORK HAVEN LINE

CLY—NEW CUMBERLAND
(Temporary Speed Restriction)

Trains and engines on No. 2 Track must not exceed a speed of 20 miles per hour between Mile Post 72 and a point 1000 feet west of Mile Post 72 account of bridge repairs.
Special Instruction **1157-F1** (Harrisburg Div.), page 296, changed.

Effective 3.01 P.M., Monday, August 7, 1967

Applies in Zone NC

**(d) MAIN LINE
COUNTY**

Paragraph (e) of General Order No. 2301 referring to temporary speed restriction of 40 miles per hour on No. 2 Track within interlocking limits at County, annulled.

**(e) MAIN LINE
COUNTY**

Paragraph (f) of General Order No. 2301 referring to temporary speed restriction of 40 miles per hour on No. 3 Track within interlocking limits at County, annulled.

Applies in Zone NE

**(f) BELVIDERE DELAWARE BRANCH
DY—G**

Paragraph (h) of General Order No. 2301 referring to temporary speed restriction of 30 miles per hour on Main track between DY and G, annulled.

Applies in Zone HA

**(g) MAIN LINE
ROCKVILLE—BANKS**

Paragraph (y) of General Order No. 2301 referring to temporary speed restriction of 10 miles per hour on No. 4 Running Track between Rockville and Banks, annulled.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., August 1, 1967.

GENERAL ORDER No. 2315

Effective 6.01 A.M., Saturday, August 5, 1967

Applies in Zone CB

(a) **MAIN LINE**

ODENTON—BOWIE

No. 3 track between Odenton and Bowie, temporarily out of service, account bridge construction.

Special Instructions **1151-B1, 1157-C1** and **1250-A1**
(Chesapeake Div.), pages 253, 280 and 360, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., August 4, 1967.

GENERAL ORDER No. 2316

Effective 12.01 A.M., Monday, August 14, 1967

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of No. 570 and No. 571 withdrawn between Rockville and Harrisburg.
Employees must correct pages 119 and 145, in ink.

Applies in Zone CA

(b) **MAIN LINE
BUSH**

Paragraph (b) of General Order No. 2306 referring to temporary speed restriction of 60 miles per hour on No. 2 and No. 3 tracks over Bush River Movable Bridge, annulled.

Applies in Zone CB

(c) **TICKET OFFICES OPEN FOR SALE OF TICKETS**

Bowie open 8.00 A.M. to 11.30 A.M., Monday to Friday.
Closed Saturday, Sunday and Holidays.
Employees must correct page 171, in ink.

Effective 9.01 A.M., Monday, August 14, 1967

Applies in Zone PD

(d) **BORDENTOWN BRANCH
COOPER—PAVONIA**

Main track between a point 380 feet east of Cooper block and interlocking station and a point 2190 feet east thereof, relocated a maximum of 49 feet north.

Effective 10.01 A.M., Tuesday, August 15, 1967

Applies in Zone HB

(e) **NORTHERN CENTRAL BRANCH
YORK—LOUCKS**

Automatic highway crossing protection with flashing light signals and short arm gates protecting Windsor Street, York, located 4465 feet west of Mile Post 57, in service.
Special Instruction **1103-C1** (Harrisburg Division), page 237, changed.

(f) **AUTOMATIC HIGHWAY CROSSING PROTECTION ON
SIDINGS, YARD, OR OTHER TRACKS
NORTHERN CENTRAL BRANCH
YORK—LOUCKS**

At the following locations automatic highway crossing protection indicates the approach of a train:

| Track | Crossing | Location | Notes |
|--|----------------|----------|-------|
| York Siding Agway Industrial Yard | Windsor Street | York | 8 |

Note 8—Trains and engines using these tracks must stop before crossing highway and assure themselves that the automatic crossing protection is working. If Automatic Highway Crossing Protection fails to function properly a member of the crew must provide proper protection to highway traffic.
Special Instruction **1103-A2** (Harrisburg Division), pages 224 and 225, changed.

- (g) CURVES, BRIDGES, ETC.—MAXIMUM SPEED
NORTHERN CENTRAL BRANCH
YORK—LOUCKS

Over Windsor Street Crossing, York, 4465 feet west of Mile Post 57, 5 miles per hour.

Special Instruction **1157-F1** (Harrisburg Division), page 296, changed.

Applies in Zone HC

- (h) CUMBERLAND VALLEY BRANCH
NEWVILLE—SHIPPENSBURG

Paragraph (c) of General Order No. 2313 referring to temporary speed restriction of 25 miles per hour on Main track between Mile Post 33 and Mile Post 40, annulled.

Effective 10.01 A.M., Friday, August 18, 1967

Applies in Zone HC

- (i) CUMBERLAND VALLEY BRANCH
CHAMBERSBURG—MARION

Automatic highway crossing protection with flashing light signals protecting State Route A-230, located 550 feet south of Mile Post 58, in service.

Effective 3.01 P.M., Monday, August 21, 1967

Applies in Zone CF

- (j) DELMARVA BRANCH
FELTON—HARRINGTON
(Temporary Speed Restriction)

Main track between a point 3320 feet south of Mile Post 60 and a point 4003 feet south of Mile Post 60 relocated a maximum of 14 feet east.

Trains and engines on Main track must not exceed a speed of 10 miles per hour between a point 3320 feet south of Mile Post 60 and a point 4003 feet south of Mile Post 60, account of track condition.

Special Instruction **1157-F1** (Chesapeake Division), page 294, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., August 16, 1967.

GENERAL ORDER No. 2317

Effective 5.01 P.M., Wednesday, August 23, 1967

Applies in Zone NC

- (a) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE
ELMORA—UNION**
Maximum speeds, unless otherwise specified, on No. 2 and No. 3 tracks:

| Between | No. 2 Track | No. 3 Track |
|--|------------------|------------------|
| | Passenger Trains | Passenger Trains |
| | Miles per Hour | |
| Elmora and eastern limits of Union Interlocking | 80 | 80 |

Special Instruction **1157-C1** (New York Division), page 276, changed.

Applies in Zone PA

- (b) **TRENTON BRANCH
ROXTON—HEATON**
Trailing hand-operated switch for westward movement in No. 2 track, 4027 feet west of Mile Post 32, leading to Union Carbide Corp. track, capacity 5 cars, in service.

Applies in Zone CB

- (c) **MAIN LINE
ODENTON—BOWIE**
General Order No. 2315 referring to No. 3 track between Odenton and Bowie being temporarily out of service, annulled.

Effective 6.01 A.M., Thursday, August 24, 1967

- (d) **MAIN LINE
BOWIE—ODENTON**
No. 2 track between Bowie and Odenton, temporarily out of service, account bridge construction.
Special Instructions **1151-B1, 1157-C1** and **1250-A1** (Chesapeake Division), pages 253, 280 and 360, changed.

- (e) **MAIN LINE
BOWIE**
Bowie Block and Interlocking Station in service continuously.
Pages 13 and 26, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., August 22, 1967.

GENERAL ORDER No. 2318

Effective 8.01 A.M., Saturday, September 2, 1967

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedule of No. 13, withdrawn.

Schedule of No. 18, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:

Blank coupons over schedule No. 13, pages 33 and 116.

No. 18 over corresponding schedules, pages 65 and 147.

Applies in Zone NC

(b) TICKET OFFICES OPEN FOR SALE OF TICKETS

Princeton open: 7.00 A.M. to 5.00 P.M., Monday to Friday.

7.00 A.M. to 4.00 P.M. Saturday.

Closed Sunday and Holidays.

Elizabeth and Rahway closed on September 4, 1967.

Employees must correct page 170, in ink.

Effective 10.01 A.M., Tuesday, September 5, 1967

Applies in Zone NC

(c) MAIN LINE

FAIR

Low Home Signal governing westward movements on South High Station track, 1642 feet west of Fair Block and Interlocking Station relocated east to a point 1517 feet west of Fair, in service.

Effective 1.01 P.M., Tuesday, September 5, 1967

Applies in Zone PB

(d) MAIN LINE

BRILL

No. 3 track extended north a distance of 500 feet to connection with No. 1 track and equipped for A.C. Electrical operation, in service.

Facing interlocked switch for northward movement in No. 2 track, 50 feet north of Brill Block and Interlocking Station leading to No. 1 track, changed to interlocked crossover and equipped for A.C. Electrical operation, in service.

Facing interlocked switch for southward movement in No. 4 track, 330 feet north of Brill Block and Interlocking Station leading to No. 3 track, changed to interlocked crossover and equipped for A.C. Electrical operation, in service.

Facing interlocked crossover for southward movement in No. 4 track, 770 feet north of Brill Block and Interlocking Station for movements from No. 4 to No. 3 track, equipped for A.C. Electrical operation, in service.

(e) MAIN LINE

BRILL—DARBY

Block Signal No. 53M, governing southward movement on No. 3 track, 1615 feet south of Mile Post 5, out of service.

Block Signal No. 54M, governing northward movement on No. 2 track, 2990 feet north of Mile Post 6, changed to display Approach Slow aspect (**Rule 284**), in service.

(f) WEST PHILADELPHIA ELEVATED BRANCH
ARSENAL—BRILL

Block Signal No. 40H, governing northward movement on No. 2 track, 2448 feet north of Mile Post 4, out of service.

Applies in Zone PC

(g) PROTECTION FOR PUBLIC HIGHWAY CROSSING AT
GRADE
SCHUYLKILL SECONDARY TRACK
POTTSVILLE

Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

| Track | Crossing | Location | Note |
|----------------------|---------------------------------|------------|------|
| Schuylkill Secondary | Norwegian Street Arch Street | Pottsville | — |

Special Instruction **1103-C1** (Phila. Div.), page 232, changed.

Applies in Zone PD

(h) PEMBERTON BRANCH
COOPER—WEST MERCHANTVILLE

Block Signal governing southward movement on Main track, 436 feet south of Cooper Block and Interlocking Station, out of service.

Block Signals governing northward and southward movements on Main track at State Street, out of service.

Facing hand-operated switch for southward movement in Main track, 2350 feet south of Cooper Block and Interlocking Station, leading to East Yard, out of service.

State Street Block Station remote controlled from Cooper, out of service.

Low Home Signal governing northward movement on Main track, 446 feet south of Cooper Block and Interlocking Station, out of service.

Delete reference to Pavonia Station located at Mile Post 2.5, page 23.

Main track between Cooper and a point 2327 feet south thereof, relocated a maximum of 62 feet east.

Home Signal governing northward movement on Main track, 513 feet south of Cooper Block and Interlocking Station, in service.

Block Signal governing southward movement on Main track, 492 feet south of Cooper Block and Interlocking Station, in service.

PEM Station located at Mile Post 2.5, in service.

Facing hand-operated switch with pipe connected derail for southward movement in Main track at PEM, leading to No. 1 Running track, in service.

Facing hand-operated switch with pipe connected derail for southward movement in Main track, 467 feet south of PEM, leading to M of W Yard, in service.

Fixed Signal No. 18 governing northward movement on Main track, 439 feet south of PEM, in service.

Industrial track between Cooper and a point 2066 feet south thereof, in service.

Low Home Signal governing movement from Industrial track, 446 feet south of Cooper Block and Interlocking Station, in service.

Special Instruction **1087-A1** (Phila. Div.), page 214, annulled.

(Page 3 of 4 Pages, Eastern Region, General Order 2318)

Delete reference to facing hand-operated switches connected with Manual Block Signals, Special Instruction **1362-A** (Phila. Div.), page 368, as follows:

| Block Station | Block Signal Governing Movement | | Facing Switches Connected to Signal between |
|--------------------------|---------------------------------|--------|---|
| | Direction | Track | |
| Pemberton Branch: Cooper | Southward | Single | Southward Signal and Switch to Concrete Steel and State Street lead to Pavonia Yd. |
| Cooper (State St.) | Southward | Single | Southward Signal and Coal Hill Track South of State Street and North Switch of Crossover leading to Pavonia Yard at 27th Street |
| Cooper (State St.) | Northward | Single | Northward Signal and Switches leading to DiMedio Lime Co., DuBell Lumber Co. and Concrete Steel Co. |

Add the following to Special Instruction **1362-A** (Phila. Div.), page 368:

| | | | |
|--------|-----------|--------|---------------------------------|
| Cooper | Southward | Single | Cooper and Fixed Signal No. 18. |
|--------|-----------|--------|---------------------------------|

Special Instruction **1362-A** (Phila. Div.), page 368, changed.

Diagram in sticker form attached to and made part of this General Order showing tracks, switches and signals in service, must be detached and pasted in Timetable with this General Order.

Special Instruction **1087-A1** (Phila. Div.), page 214, annulled.

Page 23 and Special Instruction **1362-A** (Phila. Div.), page 368, changed.

Employees must correct page 23, in ink.

(i) BORDENTOWN BRANCH
HATCH—COOPER

Main track between Hatch and Cooper, out of service.

Special Instructions **1151-A1**, **1157-C1**, **1250-A1** (Phila. Div.), pages 250, 280 and 359, changed.

No. 1 Running track extended westward from a point 1100 feet west of Mile Post 3, a distance of 1500 feet to connection with Pemberton Branch at PEM, in service.

Special Instructions **1151-G1** and **1157-H1** (Phila. Div.), pages 261 and 299, changed.

Special Instructions **1151-A1**, **1151-G1**, **1157-C1**, **1157-H1** and **1250-A1** (Phila. Div.), pages 250, 261, 280, 299 and 359, changed.

(j) BORDENTOWN BRANCH
COOPER—HATCH

Paragraph (q) of General Order No. 2301, referring to a temporary speed restriction of 15 miles per hour on Main track between Cooper and a point 500 feet east of Mile Post 3, annulled.

Effective 11.01 A.M., Wednesday, September 6, 1967

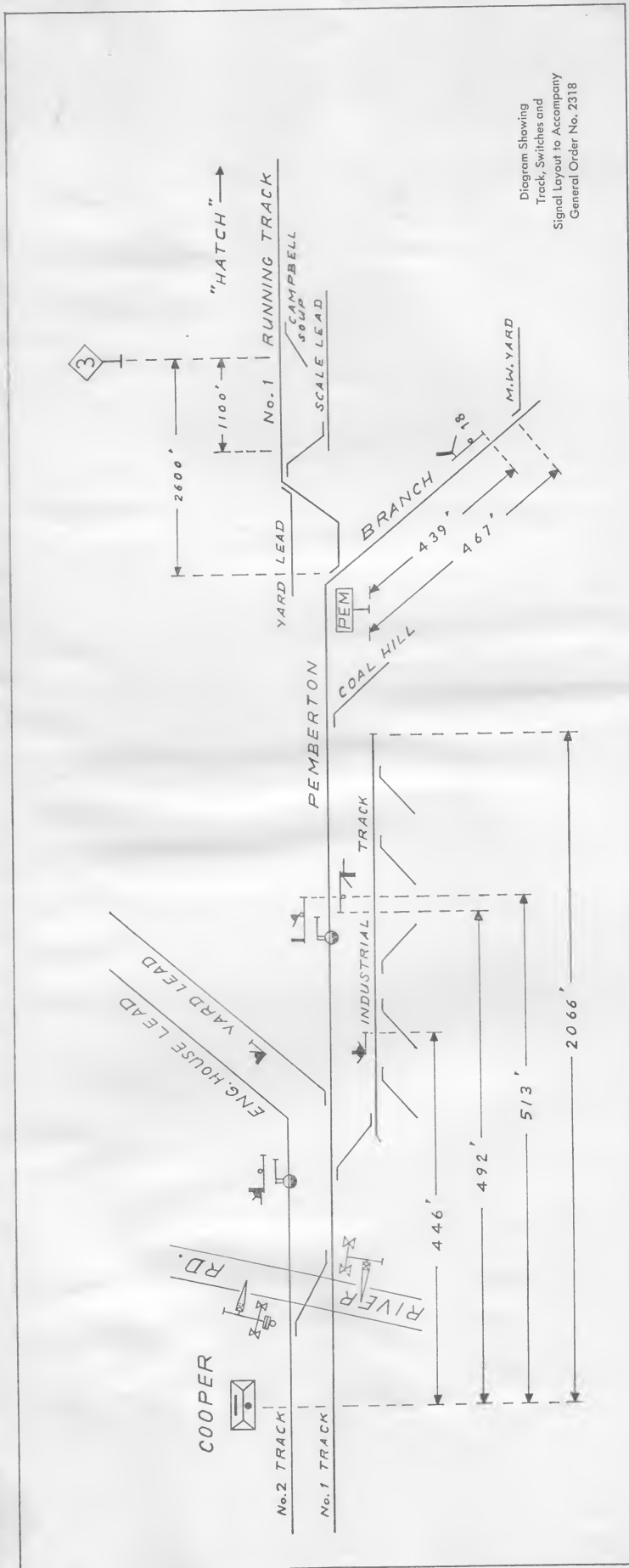
Applies in Zone CB

(k) MAIN LINE
FULTON

Low Home Signal governing northward movement on No. 3 track, 710 feet north of Mile Post 98, out of service.

Home Signal governing northward movement on No. 3 track, located on Signal Bridge, 640 feet north of Mile Post 98, in service.

E. R. ADAMS,
General Superintendent.



**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., August 29, 1967.

GENERAL ORDER No. 2319

Effective 12.01 A.M., Monday, September 11, 1967

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of Nos. 1107 and 3742, changed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding schedules, pages 45 and 81.

Applies in Zone HA

(b) **ATGLEN AND SUSQUEHANNA BRANCH
SHOCKS—WAGO JUNCTION**

Engines and special loads are restricted at locations shown below:

Add the following to Special Instruction **1160-A1d** (Harrisburg Div.), page 326.

| LOCATION | CLASS OF ENGINE | | | | | | SPECIAL LOADS | | | |
|--------------------------------------|-----------------|---|---|---|-----|---|---------------|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| J. E. Baker Quarry track. LG-54..... | | | | | (a) | X | X | X | X | X |

Special Instruction **1160-A1d** (Harrisburg Div.), page 326, changed.

Effective 9.01 A.M., Monday, September 11, 1967

Applies in Zone PD

(c) **BORDENTOWN BRANCH
HATCH—PAVONIA**

No. 6 Running track of no assigned direction between Hatch and facing hand-operated crossover for westward movement, connecting No. 6 Running track with No. 2 Cramer track, 2399 feet west of Mile Post 3, controlled by Yard Master 27th Street (Pavonia), in service.

NOTE 1 and new NOTE 13 Special Instruction **1151-G1** (Philadelphia Div.), page 262, apply.

New NOTE 13 added to Special Instruction **1151-G1** (Philadelphia Div.), page 262 and reads as follows:

NOTE 13, Proceed Signal indication at Hatch is authority for westward movement on No. 6 Running track to switch leading to No. 2 Cramer track. All westward movements must stop at this location and talk to Yard Master 27th Street, unless otherwise instructed.

Normal position for all switches and crossovers connected with No. 6 Running track is for through movement on No. 6 Running track.

Maximum speed unless otherwise specified on No. 6 Running track, 15 miles per hour.

Special Instructions **1104-A1**, **1151-G1** and **1157-H1** (Philadelphia Div.), pages 240, 261, 262 and 299, changed.

Effective 1.01 P.M., Thursday, September 14, 1967

(d) **BORDENTOWN BRANCH
HATCH—COOPER**

No. 6 Running track of no assigned direction extended westward from facing hand-operated crossover for westward movement, 2399 feet west of Mile Post 3 to Cooper, in service.

NOTE 1, Special Instruction **1151-G1** (Philadelphia Div.), page 261, applies.

Maximum speed on No. 6 Running track, 15 miles per hour. Normal position for all switches and crossovers connected with No. 6 Running track is for through movement on No. 6 Running track.

Diagram in sticker form attached to and made part of this General Order showing tracks, switches and signals in service, must be detached and pasted in Timetable with this General Order.

Special Instruction **1151-G1** (Philadelphia Div.), page 261, changed.

Applies in Zone CB

(e) **MAIN LINE
UNION JUNCTION**

Low Home Signal governing southward movements on No. 7 Station track, located 116 feet north of Calvert Street Overhead Bridge, out of service.

Low Home Signal governing northward movements on No. 7 Station track, located 126 feet north of Calvert Street Overhead Bridge, out of service.

Low Home Signal governing northward movements on No. 5 Station track, located 284 feet south of Calvert Street Overhead Bridge, in service.

Low Home Signal governing southward movements on No. 5 Station track, located 126 feet north of Calvert Street Overhead Bridge, in service.

Low Home Signal governing northward movements on No. 6 Station track, located 278 feet south of Calvert Street Overhead Bridge, relocated 218 feet southward, in service.

Facing interlocked switch for southward movements, in No. 5 Station track leading to No. 6 Station track, located 98 feet north of Calvert Street Overhead Bridge, in service.

Effective 3.01 P.M., Tuesday, September 19, 1967

Applies in Zone PB

(f) **RIVER LINE
PENN INTERLOCKING**

Low Home Signal governing northward movements on No. 4 track, 1400 feet north of Mile Post 2, changed to pedestal-type Home Signal, in service.

(g) **RIVER LINE
ARSENAL INTERLOCKING**

Low Home Signal governing southward movements on No. 1 track, 2563 feet south of 30th Street, changed to pedestal-type Home Signal, in service.

Low Home Signal governing northward movements on No. 4 track, 1420 feet north of Mile Post 3, changed to Home Signal located on Signal Bridge, in service.

(h) **MAIN LINE
ARSENAL—BRILL**

Block Signal No. 36M governing northward movements on No. 1 track, 2450 feet north of Mile Post 4, out of service.

Electric lock on trailing hand-operated switch for southward movements on No. 4 track, 250 feet south of Mile Post 4, leading to No. 5 track, in service.

New NOTE 4 added to Special Instruction **1104-D2**, page 247 and applies to the operation of this switch as follows:

NOTE 4: Removal of switch lock from keeper will unlock electric lock for train or engine standing on No. 4 track less than 75 feet south of this switch.

Before movement can be made from No. 5 track to No. 4 track, when No. 4 track is unoccupied, permission must be obtained from Operator at Arsenal before removing lock from switch keeper.

After switch lock has been removed from keeper, step on bottom treadle to release handle of switch mechanism. Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.
Special Instruction **1104-D2** (Philadelphia Div.), page 247, changed.

(i) **MOVEMENT OF TRAINS BY BLOCK SIGNAL
SYSTEM RULES
MAIN LINE
ARSENAL—BRILL**

Delete reference to Rules in effect on No. 1 and No. 4 tracks between Arsenal and Brill, Special Instruction **1250-A1**, page 358.

Add the following:

| Between | And | Track | Rules in Effect | | | | | | | | | | | Note |
|---------|-------|-------|-----------------|---|-------|-------|-------|-------|-------|---|-------|----|----|-------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| Arsenal | Brill | 1 | ..... | X | ..... | ..... | ..... | ..... | ..... | X | ..... | X | X | ..... |
| Arsenal | Brill | 4 | ..... | X | ..... | ..... | ..... | ..... | ..... | X | ..... | X | X | ..... |

Special Instruction **1250-A1** (Philadelphia Div.), page 358, changed.

(j) **MAIN LINE
BRILL INTERLOCKING**

Low Home Signal governing southward movements on No. 3 track, 350 feet south of Mile Post 4, changed to Home Signal located on Signal Bridge, in service.

Yellow triangle outlined in black added to Home Signal governing northward movements on No. 2 track, 850 feet south of Brill Block and Interlocking Station.

(k) **MAIN LINE
DARBY—BRILL**

Yellow triangle outlined in black added to Block Signal No. 54M governing northward movements on No. 2 track, 2985 feet north of Mile Post 6.

(l) **WEST PHILADELPHIA ELEVATED BRANCH
BRILL—ARSENAL**

Block Signal No. 37H, governing southward movements on No. 3 track, 680 feet south of Mile Post 3, out of service.

Applies in Zone PA

(m) **TRENTON BRANCH
HEATON—DIVISION POST N. Y.-PHILA. DIVS.**

Paragraph (o) of General Order No. 2301, referring to temporary speed restriction of 40 miles per hour on No. 1 track between Mile Post 28 and Mile Post 38, annulled.

Applies in Zone PD

(n) **PEMBERTON BRANCH
BIRMINGHAM—PEMBERTON**

Facing hand-operated switch for southward movement in Main track 50 feet south of Birmingham, leading to Storage track, out of service.

E. R. ADAMS,
General Superintendent.

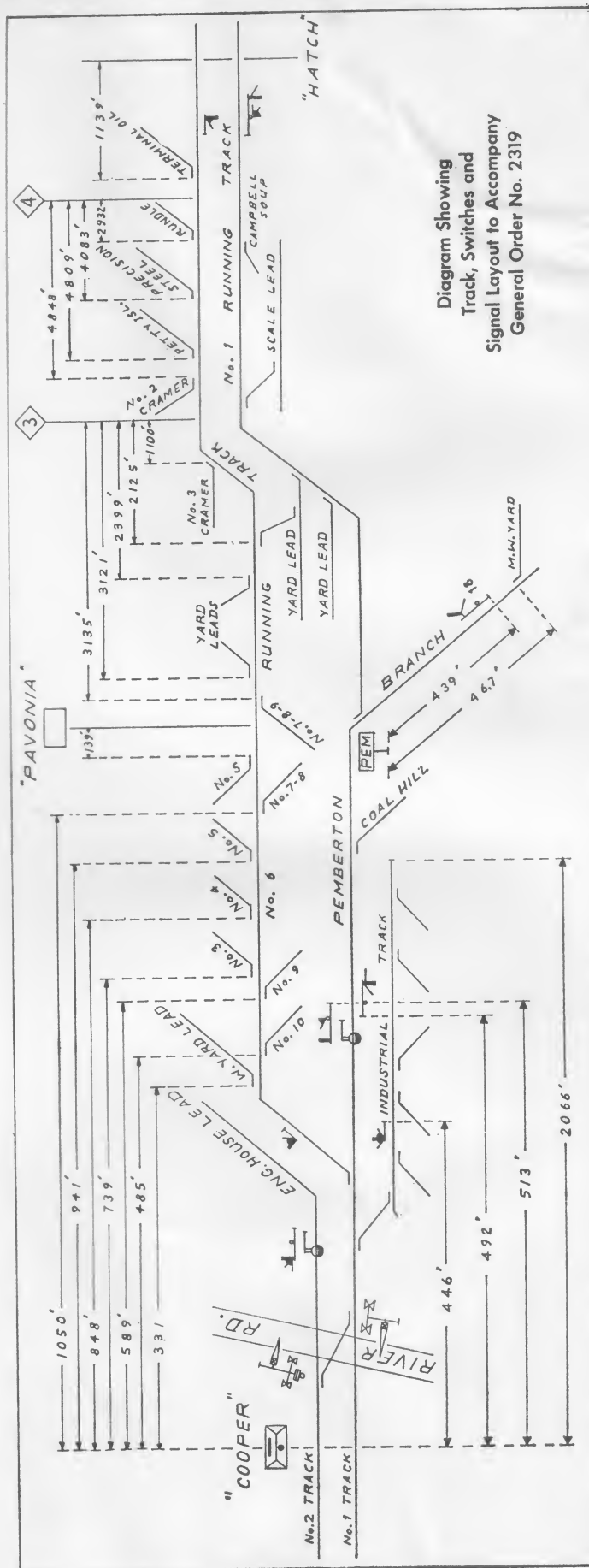


Diagram Showing
Track, Switches and
Signal Layout to Accompany
General Order No. 2319

THE PENNSYLVANIA RAILROAD
EASTERN REGION

Philadelphia, Pa., September 8, 1967.

GENERAL ORDER No. 2320

Effective 3.02 P.M., Tuesday, September 19, 1967

Applies in Zone NC

- (a) MAIN LINE
LINCOLN—UNION
(Temporary Speed Restriction)
Trains and engines on No. 1 track must not exceed a speed of 60 miles per hour between Lincoln and Union, account of track conditions.
Special Instruction 1157-F1 (New York Division), page 289, changed.

Applies in Zone ND

- (b) BORDENTOWN SECONDARY TRACK
FAIR—HAMILTON AVENUE (Trenton)
Industrial siding between a point 1740 feet west of Fair and a point 2750 feet west of Fair, out of service.
Bordentown Secondary track between a point 1740 feet west of Fair and a point 2610 feet west of Fair, relocated a maximum of 13 feet south, in service.
Diagram in sticker form attached to and made part of this General Order showing tracks, switches and signals in service, must be detached and pasted in Timetable with this General Order.

Applies in Zone CB

- (c) MAIN LINE
BOWIE—ODENTON
Paragraph (d) of General Order No. 2317 referring to No. 2 track between Bowie and Odenton temporarily out of service, annulled.
- (d) MAIN LINE
BOWIE
Paragraph (e) of General Order No. 2317 referring to Bowie Block and Interlocking Station in service continuously, annulled.
- (e) RUNNING TRACKS OF NO ASSIGNED DIRECTION
BEAR CREEK RUNNING TRACK
CANTON JUNCTION—UNION CROSSING
Bear Creek Running track between Canton Junction and Union Crossing changed as follows:

| Track | Between | And | Controlled by | Note |
|---------------------|-------------|----------------|--------------------|------|
| Bear Creek (S)..... | Canton Jct. | Union Crossing | Yardmaster, Canton | |

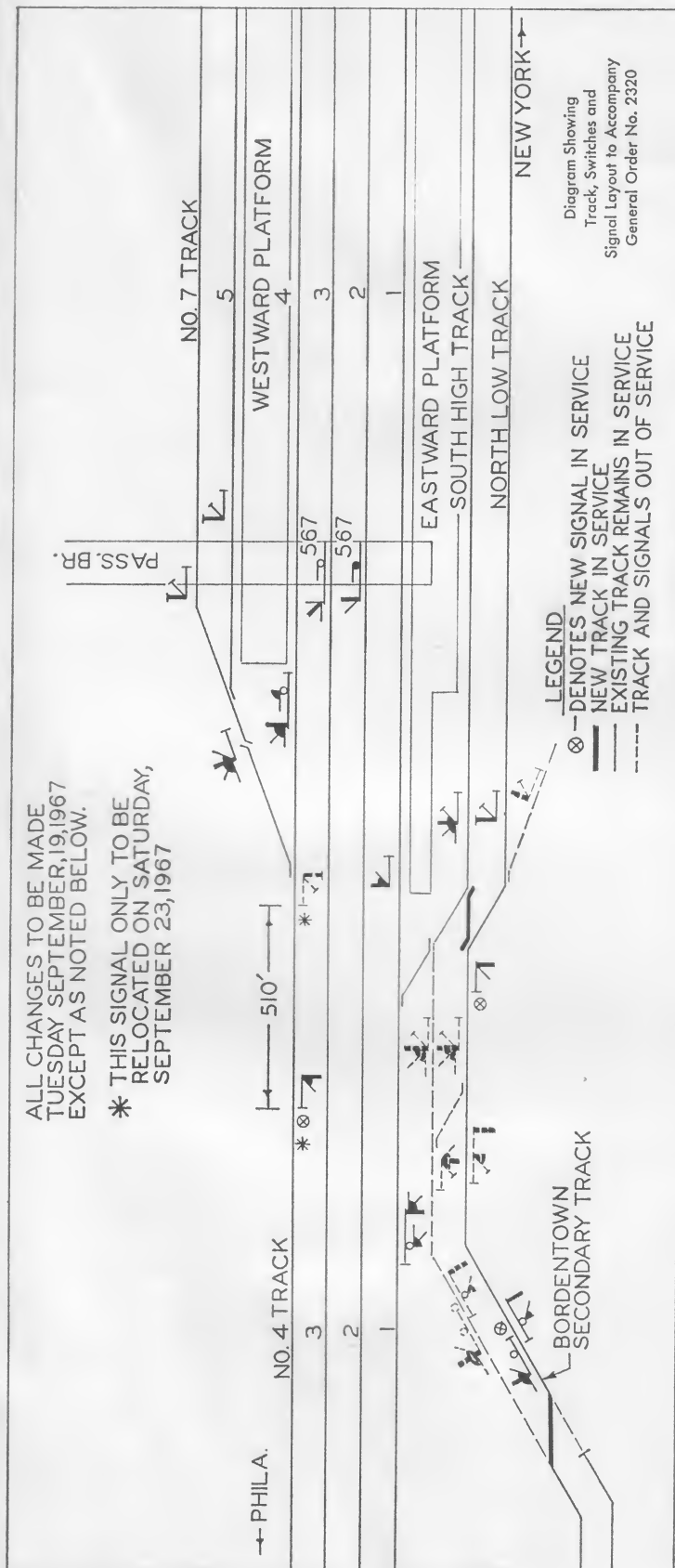
Special Instruction 1151-G1 (Chesapeake Division), page 262, changed.

Effective 11.01 A.M., Saturday, September 23, 1967

Applies in Zone NC

- (f) MAIN LINE
FAIR INTERLOCKING
Low Home Signal governing eastward movement on No. 4 track 1770 feet west of Fair Block and Interlocking Station, relocated 510 feet west thereof.

E. R. ADAMS,
General Superintendent.



**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., September 15, 1967.

GENERAL ORDER No. 2321

**Effective 11.02 A.M., Saturday, September 23, 1967 and
Continuing until 4.01 P.M., Monday, October 2, 1967**

Applies in Zone PB

(a) **MAIN LINE
BALDWIN—BRILL**

No. 1 track between Baldwin and south end of Brill Interlocking, temporarily out of service, account of bridge construction.

Special Instructions **1151-B1**, **1157-C1** and **1250-A1** (Philadelphia Division), pages 252, 278 and 358, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., September 15, 1967

GENERAL ORDER No. 2322

Effective 12.01 A.M., Tuesday, September 26, 1967

Applies in Zone PA

- (a) **MAIN LINE**
FRANKFORD JUNCTION YARD
K-2
Note 2 to Special Instruction **1104-B2** (Phila. Div.), changed to:
On Duty 7.00 A.M. to 11.00 P.M. Daily except Saturday, Sunday and Holidays.
Special Instruction **1104-B2** (Phila. Div.), page 242, changed.

- (b) **MAIN LINE**
ZOO—SHORE
Special Instruction **1163-A5** (Phila. Div.), page 337, changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding Special Instruction, page 337.
Special Instruction **1163-A5** (Phila. Div.), page 337, changed.

Applies in Zone PC

- (c) **SCHUYLKILL SECONDARY TRACK**
ADAM
Adam Block Limit Station out of service. Employees must correct page 20, in ink.

Applies in Zone CF

- (d) **D. M. & V. SECONDARY TRACK**
SHOWELL—IRON
Facing hand-operated switch for southward movement in Secondary track, 769 feet south of Mile Post 27, leading to Ralston Purina Co. track, capacity 4 cars, in service.

Applies in Zone CG

- (e) **CAPEs TRACK**
CHERITON
Facing hand-operated switch for southward movement in Capes Track, 1320 feet north of Mile Post 91, leading to Arigo Chemical Co. track, capacity 11 cars, in service.

Effective 12.01 P.M., Tuesday, September 26, 1967

Applies in Zone CB

- (f) **MAIN LINE**
WINANS
Home Signal governing northward movements on No. 3 track, located 1132 feet north of Mile Post 104, out of service.
Facing Interlocked Crossover for northward movements from No. 2 to No. 3 track, 1185 feet north of Mile Post 104, out of service.
Facing Interlocked Crossover for northward movements from No. 3 to No. 2 track, 2760 feet north of Mile Post 104, out of service.
Home Signal governing southward movements on No. 3 track, 1887 feet south of Mile Post 103, changed to Block Signal and numbered 1033.
Interlocking Rules on No. 3 track Winans, withdrawn.
Block Signal No. 1034 governing northward movements on No. 3 track, located on Signal Bridge 1887 feet south of Mile Post 103, in service.

- (g) **MAIN LINE**
FREDERICK ROAD—HALETHORPE
Block Signal No. 1008 governing northward movements on No. 3 track, located on Signal Bridge 1189 feet north of Mile Post 101, in service.
- (h) **MAIN LINE**
FULTON—WINANS
Automatic Block Signal System **Rules 501 to 512**, inclusive, Cab Signal **Rules 551 to 570**, inclusive, and opposing and following movement of trains by Block Signal **Rules 261 to 264**, inclusive on No. 3 track, in service.
Manual Block Signal System **Rules 305 to 373**, inclusive, except **Rule 317**, annulled.
Special Instruction **1250-A1** (Chesapeake Div.), page 360, changed.

E. R. ADAMS,
General Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION

Philadelphia, Pa., September 23, 1967.

GENERAL ORDER No. 2323

Effective 8.01 A.M., Sunday, October 1, 1967

Applies in Zone PB

- (a) **MAIN LINE**
BALDWIN—BRILL
Paragraph (a) of General Order No. 2321 referring to No. 1 track between Baldwin and south end of Brill Interlocking temporarily out of service, annulled.

Effective 8.01 A.M., Sunday, October 1, 1967 and continuing until 8.01 A.M., Sunday, October 15, 1967

- (b) **MAIN LINE**
BALDWIN—BRILL
No. 2 track between Baldwin and Brill temporarily out of service, account of bridge construction.
Special Instructions **1151-B1**, **1157-C1** and **1250-A1** (Philadelphia Division), pages 252, 278 and 358, changed.

Effective 8.01 A.M., Sunday, October 1, 1967

Applies in Zone PC

- (c) **ENGINE AND SPECIAL LOAD RESTRICTIONS**
SCHUYLKILL SECONDARY TRACK
PARKERFORD
Delete Note (gg), under Column 3, Kinsey Distillery Corp. beyond a point 280 feet east of bridge over Schuylkill River. Class ERS-17 engines may operate on this track.
Special Instruction **1160-A1b** (Philadelphia Division), page 311, changed.

Applies in Zone CB

- (d) **PRESIDENT STREET BRANCH**
HIGHLAND YARD
Delete from Special Instruction **1075-A1** reference to Bulletin Board, Employees' Register and Highland Yard—Yard Master's Office.
Special Instruction **1075-A1** (Chesapeake Division), page 204, changed.

E. R. ADAMS,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., September 29, 1967.

GENERAL ORDER No. 2324

Effective 2.01 P.M., Tuesday, October 10, 1967

Applies in Zone NC

- (a) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE
UNION—COUNTY**

Maximum speeds, unless otherwise specified, on No. 3 track:

| Between | Passenger Trains Miles per Hour | Freight Trains Miles per Hour |
|---|---------------------------------------|-------------------------------------|
| Western limits Union Interlocking and Lincoln | 80 | 50 |

Maximum speeds, unless otherwise specified, on No. 2 track:

| Between | Passenger Trains Miles per Hour | Freight Trains Miles per Hour |
|--------------------|---------------------------------------|-------------------------------------|
| Lincoln and County | 80 | 50 |

Special Instruction **1157-C1** (New York Div.), page 276, changed.

Applies in Zone NE

- (b) **BELVIDERE DELAWARE BRANCH
RAVEN ROCK—CARPENTERVILLE**
Paragraph (g) of General Order No. 2301 referring to a temporary speed restriction of 30 miles per hour on Main track between Mile Post 23 and Mile Post 45, annulled.
- (c) **BELVIDERE DELAWARE BRANCH
RAVEN ROCK—HD
(Temporary Speed Restriction)**
Trains and engines on Main track must not exceed a speed of 30 miles per hour between Mile Post 23 and Mile Post 38, account of track conditions.
Special Instruction **1157-F1** (New York Div.), page 290, changed.

Applies in Zone CB

- (d) **MAIN LINE
B. & P. JUNCTION**
Low home signal governing northward movements on F track located 347 feet south of Charles Street O.H. Bridge, in service. Home signal (pedestal type) governing southward movements on F track located 10 feet north of Charles Street O.H. Bridge, in service.
Trailing hand-operated switch equipped with electric lock in F track, 265 feet south of Charles Street O.H. Bridge, leading to No. 7 Station track changed to interlocked switch controlled by B. & P. Junction, equipped for AC electrical operation, in service.
Special Instruction **1104-D1** (Chesapeake Div.), page 245, changed.

(e) **FREIGHT AND PASSENGER TRAIN OPERATION
B. & P. JUNCTION**

All southward trains on F track requiring helper at B. & P. Junction must stop within 300 feet of Charles Street O.H. Bridge leaving a sufficient distance to allow helper to couple to train and be north of southward home signal.
Special Instruction **1156-A14** (Chesapeake Div.), page 274, changed.

Applies in Zone CF

(f) **DELMARVA BRANCH
LAUREL**

Facing hand-operated switch for southward movement in Main track at Mile Post 90, leading to Valiant Fertilizer track, capacity 9 cars, in service.

Applies in Zone HA

(g) **YORK HAVEN LINE
CLY—NEW CUMBERLAND**

Paragraph (c) of General Order No. 2314 referring to a temporary speed restriction of 20 miles per hour on No. 2 track between Mile Post 72 and a point 1000 feet west of Mile Post 72, annulled.

Applies in All Zones

(h) **BRAKING TRAINS AT SPEEDS IN EXCESS OF
80 MILES PER HOUR**

Supplementary to Instruction **23-A** of Brake and Train Air Signal Instruction (**99-D1**):

Where necessary to reduce speed to comply with signal indication, trains operating at speeds in excess of 80 M.P.H. with electric or diesel-electric engines must make no less than a 25 lb. initial brake-pipe reduction. The controller or throttle lever must immediately be reduced to No. 2 position and engine brake cylinder pressure permitted to build up to 60 lbs.

Special Instruction **1154-A9** (All Divisions), page 266, added.

E. R. ADAMS,
General Superintendent:







**THE PENNSYLVANIA RAILROAD
EASTERN REGION**

Philadelphia, Pa., October 4, 1967.

GENERAL ORDER No. 2325

Effective 2.01 A.M., Friday, October 13, 1967

Applies in All Zones

(a) **MEDICAL OFFICERS AND SURGEONS**

Delete L. V. Sohler, M.D., 303 East Street, Delmar, Del., from list of Medical Officers and Surgeons.
E. M. Larmore, M.D., 100 Grove Street, Delmar, Del., Telephone 846-8521, appointed Medical Officer.
Albert A. Schwartz, M.D., 280 Hobart Street, Perth Amboy, N. J., Telephone 826-7676, appointed Medical Officer.
John A. Flood, M.D., 2512 Nottingham Way, Trenton, N. J., Telephone JU 7-1082, appointed Medical Officer.
Special Instruction **100R-2A** (New York and Chesapeake Divs.), pages 191 and 193, changed.

Applies in Zone CB

(b) **MAIN LINE
WINANS**

Number plate removed from fixed signal No. 1034 governing northward movements on No. 3 track, 3400 feet north of Mile Post 104. When stop signal **Rule 292**, figure A, is displayed, a member of the crew must report to Gwynn Block and Interlocking Station.

When Stop Signal (**Rule 292—Fig. A**) is displayed on signal indicated in paragraph above, it must not be passed unless authorized by Clearance Card Form "C" or Train Order.

Applies in Zone HA

(c) **U. S. MAIL WORK**

DKR Stop for No. 4 at Lancaster, withdrawn.
Employes must correct page 173, in ink.

**Effective 8.02 A.M., Sunday, October 15, 1967 and
continuing until 8.01 A.M., Sunday, October 22, 1967.**

Applies in Zone PB

(d) **MAIN LINE
BALDWIN—BRILL**

No. 2 track between Baldwin and Brill temporarily out of service, account of bridge construction.
Special Instructions **1151-B1**, **1157-C1** and **1250-A1** (Philadelphia Division), pages 252, 278 and 358, changed.

E. R. ADAMS,
General Superintendent.







